OFFERS DEATH SPAR REWARD

A reward of $50 was offered Saturday for a part of the spar of the airplane in which Lieut. Edward G. Snell, wealthy Detroit business man and sportsman, met his death when it fell 1,700 feet at Greenfield and Bonapart avenue, a week ago.

Snell was flying with Maj. Floyd E. Evans of the one hundred seventh Observation Squadron, M. C. G., when a vital part of the right upper wing collapsed. Major Evans jumped from the machine in a parachute and escaped unhurt. Snell was equipped with a parachute but for some undetermined reason did not try to jump.

Ray P. Whitman, chief inspector of the Consolidated Aircraft Corporation of Buffalo, N. Y., manufacturers of the plane, offered the reward. He with, J. M. Gwinn, chief engineer, and Lieut. W. E. Nicol, of the one hundred seventh Observation Squadron, are conducting an investigation to determine the cause of the accident.

The part of the plane which is sought, and which is believed to have been picked up by persons who went to the wrecked plane soon after the crash, is a piece of the spar of the right upper win. To properly determine the cause of the accident this piece is needed, Nicols said.

$50 Reward

For pieces of wood spar from airplane which crashed on Grand River Avenue, south of Bonaparte, Saturday, October 20. These pieces were taken as souvenirs from scene of accident, and are vital in determining cause of accident. Deliver pieces immediately to Lieut. W. E. Nicol, 107th Squadron, Rouge Park, Detroit.

$50 Reward

for pieces of wood spar from airplane which crashed on Grandview avenue, south of Bonaparte, Saturday, October 20. These pieces were taken as souvenirs from scene of accident and are vital in determining cause of accident.

Deliver pieces immediately to Lieut.

W. E. NICOL
107th Squadron
ROUGE PARK, DETROIT

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Detroit Free Press
October 25, 1928

Airman, Who Once Took Girl's Dare, Falls 1900 Feet to Death

DETROIT, Mich., Oct. 22 (AP).—Lieut. Edward C. Snell, Michigan National Guard officer, who a few weeks ago leaped from an upper deck of the Leviathan in New York harbor, at the dare of a girl, plunged 1900 feet to his death in an airplane here late Saturday when he failed to use a parachute strapped to his back.

A fellow officer, Major Floyd E. Evans, pilot, escaped death by jumping from the falling plane.

The accident occurred in the outskirts of Detroit while the men were flying here from Ann Arbor, Mich.

BUFFALO COURIER-EXPRESS, TUESDAY, NOVEMBER 6, 1928

Noted Flier, Plane Try to Solve Fog Riddle

Lieut. James A. Doolittle, army pilot, stunt flier and the first man to cross the Andes in a non-stop flight, and the Consolidated Husky biplane in which he took off from the Buffalo airport for Long Island last week-end in an attempt to devise means of overcoming the dangers of flying in the fog or in complete darkness. His experiment is backed by the Guggenheim Fund for the Promotion of Aeronautics.

Army Aviator in Attempt To Make Fog-Flying Safe

Lieut. Doolittle hops off from local airport in Buffalo made plane

Lieut. James A. (Jimmy) Doolittle, army flying ace, hopped off from Buffalo over the weekend in an attempt to write a new chapter in the history of aviation, an experiment that may end the most dreaded hazzard of the air, an attempt to find a way to make fog-flying safe.

Lieut. Doolittle, known as an expert aviator whose flying achievements are legion, set out for Long Island in a Buffalo plane specially selected and equipped for the experiment by the Daniel Guggenheim Fund for the Promotion of Aeronautics as the safest and best suited to his needs. It is the standard Navy training plane, known as N. Y. 2 by that branch of the service, built by the Consolidated Aircraft Company of Buffalo. At the factory the plane is catalogued as the Consolidated Husky, a biplane with a Wright Whirlwind motor of 200 horsepower.

Is Crack Flier

Lieut. Doolittle holds several records and is famed as a stunt flyer. He was the first to complete an outside loop with a plane, and made the first non-stop flight across the Andes. He was commandeered from the army by the Guggenheim fund for experiments to eliminate the danger of fogs, the chief bugaboo of aviation, impressed vividly upon the public yesterday by the tragic end of the Yankee Doodle fliers.

Lieut. Doolittle came to Buffalo for the plane Thursday and supervised its equipment with a specially constructed cover for the rear cockpit which will throw the pilot, in that compartment, into complete darkness, duplicating conditions of night and fog flying. Under this condition, he will fly by means of special instruments. A pilot in the front cockpit will check his maneuvers and report results.

Has Special Equipment

The Consolidated Aircraft equipped the plane with every new and accepted instrument on the market for blind flying, including special equipment called by Doolittle, bank and turn indicators, an air conductor compass, magnetic compass and special lighting of the instrument board. Special landing gear and wheel brakes were also installed on the plane for tests in landing. In addition to all these new wrinkles, the Husky plane is known for being exceptionally sturdy for bad landings, airworthy and safe.

Lieut. Doolittle is a stunt flier who holds several records. He made the first non-stop flight across the Andes and was first to complete an outside loop with a plane. Lieut Doolittle was in the army service when he was given leave to make the fog test flights for the Guggenheim fund.

Much interest will attach to the flight, according to officials at the Consolidated Aircraft company's factory, especially in view of the death of the Yankee Doodle fliers two days ago, while flying in a dense fog.

Buffalo Evening News
Nov. 6-1928

6, 1928

FOG TEST TO BE MADE IN BUFFALO AIRPLANE

Flier Will Seek to Conquer the Murky Atmosphere.

A flight to test and, if possible, conquer the hazards of fog-flying, will be made probably within ten days in a specially equipped Buffalo plane. The flight will be made under auspices of the Daniel Guggenheim fund for the promotion of aeronautics. Lieut. James A. (Jimmy) Doolittle will make the flight.

The airplane is a Husky, built by the Consolidated Aircraft company of Buffalo. Lieut. Doolittle flew the plane to Long Island Sunday, where it will be still further equipped to make the test flight. The plane is the same type that is used as a standard Navy training plane. It is a biplane and has a single Wright Whirlwind motor.

Special instruments have been mounted on the board to enable the flyer to check conditiois in fog, and the plane has been equipped with wheel brakes and "Oleo" landing gear. The wheelbrakes will enable the flyer to come to a stop after a short roll in case of a forced landing, and the special landing gear will protect the plane and flier from shock if he is forced to land on rough terrain.

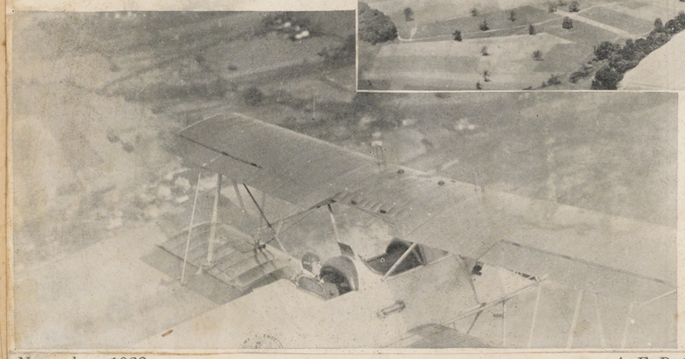
The rear cockpit of the plane is provided with a cover and the walls are sealed so that the pilot can cover the cockpit, making it entirely dark, and then fly by the aid of his instruments alone. A flier in the front seat will check Doolittle's flying. The front seat will be uncovered. This equipment will enable Doolittle to fly in safety and at the same time under night conditions. The fog test, however, will be made under actual conditions.

November 1928.

HARTFORD *from the AIR*

RIGHT—Aerial view of Hartford on the Connecticut River. Its airport may be seen in the center of the picture, and in the foreground are tobacco fields, growing under glass.

118 Photographic Section, A.C., C.N.G. Photos.



LEFT—Governor Trumbull of Connecticut looking his state over from the air.

BELOW—Hartford as seen from over the Connecticut River. The buildings in the center belong to insurance companies.

How Connecticut Looks from the Air

By JOHN H. TRUMBULL, GOVERNOR OF THE STATE OF CONNECTICUT AND CHAIRMAN NAA HONORARY MEMBERSHIP COMMITTEE

FLYING experience whether as pilot or passenger is an unparalleled source of the development of the powers of observation. As one's time in the air accumulates, even though the flying is done over a very restricted area, more and more of the wealth and detail of town and country below registers. The size of objects at different altitudes, their altering appearance at various angles, and in various lights, presents an interesting study which precludes that monotony incident to other modes of transportation.

A short time ago an old calf volume entitled "Easy Lessons in Reading for the Use of the Younger Classes in Common Schools" from the pen of Joshua Leavitt and printed at Keene, New Hampshire in 1839, attracted my interest. Chapter 51 of this treatise, a dialogue between father and son, begins:

> "Robert: 'How I wish I could fly as the pigeons do. How fine it must be to soar to such a height and dash through the air with so swift a motion.'
>
> "Father: 'I doubt not that the pigeons have great pleasure in it, but we have our pleasures too, and it is idle and wrong to wish for that which is out of our power.'"

This short quotation from an interesting chapter may serve to demonstrate that the desire of man of all times past is today so fully realized as to be very nearly commonplace through practice, though still an inspiration and delight to all.

When I take a plane into the air, I find little of my time occupied in its mechanical control, permitting more attention to be given to the study of the marvelous detail of the panorama,—rectangular fields of green, brown and red, spread out below me. I see great stretches of woods with lakes set in the hills, the hills themselves tending to average their height with the valleys below; the beautiful Connecticut River, a silver ribbon winding to the sea on the south and to a disappearing thread to the north. I see villages, towns, and cities with their business centers and their great and small industrial plants, monuments to our industrial versatility, and I see thousands of homes emblematic of the peace and prosperity of our state and nation.

Governor John H. Trumbull of Connecticut, ready to take off from Hartford Airport.

I cannot permit this opportunity to pass without remarking on how Connecticut looks from the air commercially to the air-minded. Those of us, and we are a rapidly growing legion, who are air-minded, realize the tremendous advantage to our state in the development of air-ways and air transportation. We have highly skilled labor and the ability to manufacture highly specialized products. We recognize not only the necessity for better facilities for bringing in raw materials and for shipping our products to markets, but we believe that air transportation is the method whereby we will remain in competition with manufacturers of similar lines located nearer their supply of raw materials and nearer their markets. Therefore, one of my chief pleasures in flying is to visit new airports springing up in this community of Connecticut and that,—satisfying testimony to the rapid growth of the belief in the future of air transportation and to Connecticut's aim to profit by it.

No vantage point equals that offered by the airplane to look upon the activities and the quiet of the terrain below. Away from the influence of speech and of obstructed vision one can more fully appreciate nature's beauties and man's art. As a citizen of this rugged State of Connecticut, I am inspired by its scenic splendors and filled with pride in contemplating its busy industrial life.

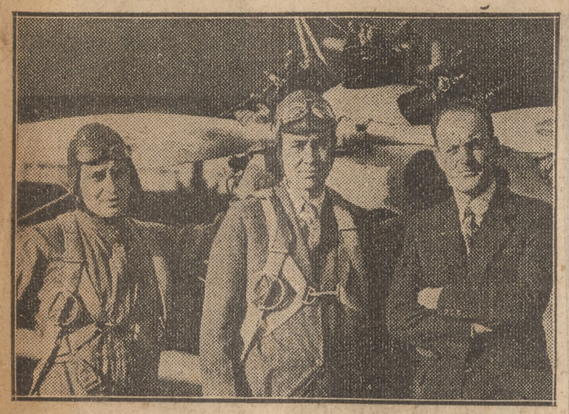
and Your State

—your City, how does it look from the air? Have you seen it thus? Have you some new and excellent pictures of it from aloft? Write Editor of your Aeronautic Review about them. Write today.

EXPRESS

BUFFALO, N. Y., FRIDAY MORNING, NOVEMBER 16, 1928

Navy Patrol Flying Boat Built Here



Buffalo's increasingly important place in aviation was evidenced again yesterday, in the display of the craft which was secretly constructed here for the navy. The XPY-1, as it is designated, brought unstinted praise from Lieut. Leigh Wade, former world flier; Assistant Secretary of the Navy E. P. Warner and Maj. R. H. Fleet, who are shown above, left to right, in the order named.

New Craft May Become Official Fighting Unit

Plane will carry radio operator, two gunners, pilot and mechanic

Edward P. Warner, assistant secretary of the navy in charge of aeronautics, yesterday made one of his periodical trips to Buffalo to inspect local aircraft factories and especially to look over the new navy patrol flying boat built under secret orders by the Consolidated Aircraft Corporation of Buffalo.

The patrol boat is regarded by Assistant Secretary Warner as the answer to many present problems of commercial air navigation and, after a thorough inspection of the new craft, he declared that its possibilities were tremendous.

Able to Do 120 Miles an Hour

"We expect great things of the new boat and it is much needed," he said. "Its development is epochal and may lead to many things in aviation."

The patrol boat is a monoplane with a 100-foot wing span. It is all metal and will have an air speed of about 120 miles an hour. A series of motors so constructed that one will carry the load if two fail, is a distinct safety feature. The plane, unnamed as yet, is designated as XPY-1, meaning Experimental Plane and Y, the Consolidated keyletter. It will carry a crew of five, being a unit in itself with its own radio operator, two gunners, a pilot and mechanic. The plane is of the bombing type and may be used for that purpose during wartime, but it is primarily constructed for observation.

The new boat is a test plane for the navy and if it materializes as Mr. Warner expects, it may become standard equipment of air navy outfits. It will be used on long distance flights along the coasts.

Yesterday Consolidated Aircraft also issued another machine that has been developed under cover of secrecy during the past few months. This craft, a two-seater biplane, is known as the Consolidated Husky, Jr., a smaller model of the well known Consolidated Husky, Sr., in one of which Lieut. Jimmy Doolittle has been experimenting in fog flying.

Enters Commercial Field

The Junior Husky places the Consolidated Aircraft Corporation in the commercial field for the first time. For the past five years the Consolidated has concentrated on the manufacture of training planes for instruction uses in both the army and navy.

Leigh Wade, ex-army lieutenant, and known as one of America's flying aces, a member of the round-the-world army crew, yesterday tried out the Junior Husky, piloting Mr. Warner on a test flight that was eminently successful despite tremendous high wind.

Lieut. Wade pointed out the remarkable safety features of the Husky plane.

"Five years of development, of experimenting and inventing, have gone into the Husky plane and it is an outstanding vehicle in aviation today," he said. "Its universal use in instruction, regarded as the most dangerous flying, next to wartime flying, is in itself significant. In testing, fliers have spun into the ground with the motor on, and emerged uninjured."

The Husky, Jr., is the same as the large model, with the elimination of a lot of non-essential instruments used only in service work. It has a Warner engine of 100-horsepower, with a top speed of 110 miles an hour. It will cost about 60 per cent. of the larger jobs and will cost a similar 60 per cent. rate to maintain and operate.

Lieut. William McCart of the navy, Maj. R. H. Fleet of the Consolidated Aircraft, and ex-Lieut. Leigh Wade accompanied Mr. Warner on his inspection trip yesterday.

NEWS

, THURSDAY, NOVEMBER 15, 1928

Navy Flying Boats Built Here Seen as Key to All Aviation

Assistant Secretary Warner Believes Craft Will Solve Many Problems of Commercial Navigation.

Following an inspection Thursday of flying boats under construction for the Navy at the Elmwood avenue factories of the Consolidated Aircraft company, Edward P. Warner, assistant secretary of the Navy, declared his belief the new type ships developed by the Buffalo company would probably solve most of the present problems of commercial air navigation.

Contracts for the first of the new ships were awarded the Buffalo company several months ago by the Navy department, and construction has since been carried on under a curtain of secrecy. The first completed ship will be ready for its trial flights in about a month, it was said Thursday by Maj. Robert H. Fleet, president and general manager of the Consolidated company.

While this type of ship is purely for military purposes, it can readily be adapted to commercial needs. The Consolidated company is not ready to make public all details of its construction, but it is said to differ radically from the type of flying boat brought out several years ago by other aircraft builders.

"In every sense it is a real ship," said Secretary Warner. "Its lines indicate that it will be stable and seaworthy, and should give immediate stimulation to all projects having to do with commercial navigation, along the Great lakes, the Atlantic and Pacific seaboards, and along our river routes."

The ship will have an air speed of about 120 miles an hour, it was said, and with a series of motors so constructed that even should several of the motors fail, one would be able to develop sufficient power to keep the ship aloft until it could be brought to the surface of the water safely.

Maj. Fleet declined to discuss a report that his company is interested in the proposed establishment of a Great Lakes Air line, giving passenger service to all the larger cities between Buffalo and Duluth and using the type of craft now under construction.

Following his inspection of the flying boat, Secretary Warner rode as a passenger in one of the Consolidated military training planes, which took off from the company's airport in Military road and circled above the city. Secretary Warner was scheduled to return to Washington by train Thursday evening.

TIMES

THURSDAY, NOVEMBER 15, 1928.

Buffalo Times - November 15, 1928.

Navy Secretary Here to Inspect New Flying Boat

Edward P. Warner, Assistant in Aeronautics Division, Is Visitor at Local Aircraft Plant.

EDWARD P. WARNER

Edward P. Warner, assistant secretary of the United States Navy, is in Buffalo. The object of Mr. Warner's visit is to inspect a new type of flying boat, now nearing completion at the Consolidated Aircraft Corporation plant in Elmwood Avenue.

Mr. Warner said today that if the tests of the new boat are successful, the Navy Department would order 32 of the same type to be built beginning next year.

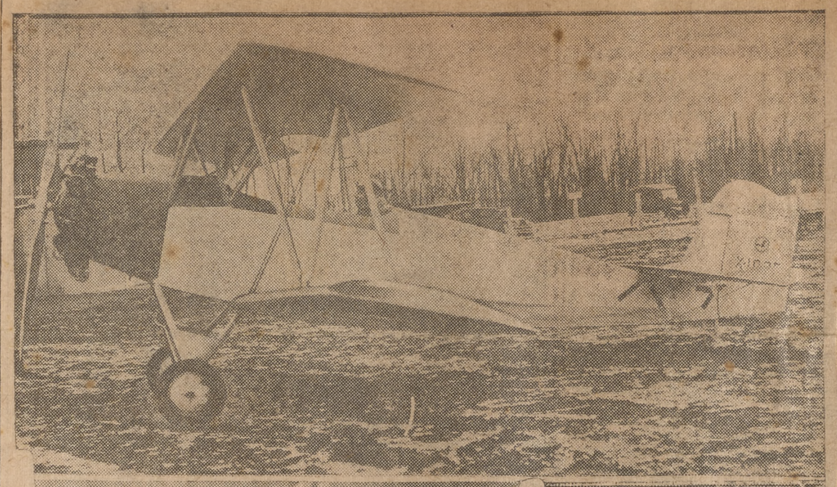
The Consolidated Aircraft Corporation began construction of the flying boat eight months ago, according to Secretary Warner, and the ship is the first of its type to be built by the aircraft industry in the United States. Other flying boats were built by the Navy Department itself.

800 Horse-power Motor

Powered with an 800-horse power motor the flying ship is capable of cruising 2500 miles. When tests are completed the new ship will be ordered to the Hawaian Islands for navy service. The boats will be able to fly from the mainland of the United States to the Islands on a non-stop flight.

Because the newly-developed aircraft is of major military importance, Secretary Warner himself came to inspect it. No definite date was fixed for the test flights of the flying boat, but it is understood that they will take place shortly. Secretary Warner would not say whether the Consolidated Aircraft Corporaion would be awarded the contracts for other flying boats of the same type, in the event that the ship now under construction is approved and accepted by the Navy Department.

Mid-West's New Training Plane



Elmer Leighton, transportation manager, and Jim Knaup, president of Mid-West Airways, Inc., who flew the new Consolidated Husky Junior training ship from Chicago to Milwaukee last week.

The first Consolidated Husky Junior to be placed in commercial service has been added to the student training equipment of Mid-West Airways, Inc.

The new plane was purchased from the Consolidated Aircraft corporation during the airplane show at Chicago recently. It was piloted to Milwaukee last week by Elmer Leighton, transportation manager and Jim Knaup, president of Mid-West Airways.

The Consolidated Husky Junior, a two-place, dual control, single-bay biplane with a span of twenty-eight feet, pleasing in lines and appearance, is said to afford a happy combination of strength, safety, performance and maneuverability. For student instruction it is classed as ideal, possessing that "just right" feel on the controls and responding instantly to the touch of the pilot, lending greater confidence to the student.

POWERED BY WARNER MOTOR.

The Husky Junior is designed and built to withstand, with strength to spare, all the loads imposed by every possible condition of flight, it is stated by its manufacturers. It may be stunted with ease and safety, vitally important to provide the student flier with the necessary experience for handling planes under all conditions of service.

The training ship is powered with a seven cylinder Warner "Scarab" radial air-cooled engine of 110 horse power. Its top speed is 110.5 miles per hour, cruising speed is 90 miles per hour while the stalling speed is 35 miles per hour. The ceiling of the craft is 16,000 feet while the rate of climb at the ground is 930 feet per minute.

The wings are fabric covered, all metal structures except laminated spruce spars. There are two flying wires and one landing wire on each side. The structural work of the fuselage is welded steel tubing with fabric cover. The cockpit section is made exceptionally sturdy with the use of alloy steel. All steel parts are protected against corrosion by the use of two coats of aluminum enamel.

700 IN DAILY SERVICE.

The Husky Junior is manufactured by the Consolidated Aircraft corporation of Buffalo, N. Y., an organization that has specialized in the design and production of training planes for a period of eight years. Its success is evidenced by the fact that Consolidated Husky training planes have become standard equipment in all the services of the United States army, navy and five foreign countries.

More than 700 planes of this type are now in daily service, operating at 140 different stations throughout the western hemisphere, ranging from the bitter cold of the far north to the steaming heat of the tropics.

Consolidated Aircraft only recently entered the commercial field, Mid-West Airways of this city being the first organization to receive delivery of a Consolidated built plane for commercial training purposes.

In addition to purchasing one of these planes for student training, Mid-West Airways, Inc., is one of the first distributors in the United States to be appointed by the Consolidated Aircraft corporation. The local organization will act as distributors for the state of Wisconsin and upper Michigan.

MID-WEST GETS HUSKY JUNIOR TRAINING PLANE

Local Concern Named Distributors for Wisconsin Territory

A Consolidated Husky Junior, the same type of plane that is being used for training purposes by the United States army, navy and marine corps, and also several foreign countries, has been added to the student training equipment of Mid-West Airways, Inc., Milwaukee County airport. This is the first plane of a fleet of five Husky Juniors that will be put in student training service by Mid-West Airways.

Lyman Leaves Big Airmail Company; Joins Local Firm

Manager of Colonial Western Airways, Inc., to become associated with Frontier Aircraft Corp.

William T. Lyman, traffic manager of the Colonial Western Airways, Inc., yesterday announced his resignation from that organization.

Lyman, who did much in this city to encourage the sending mail via airplane, will become associated immediately, he said, with the Frontier Aircraft Corporation, a Buffalo financed concern devoted at the present time to the distribution of Fairchild, Stearman and American DeHaviland Moth planes. It is rumored the Frontier Corporation will branch out shortly into several other phases of the aviation industry.

Mr. Lyman's associates in the new corporation include Lee Francis, formerly of the M. & T.-Peoples Trust Company, and Leo Chase, prominent pilot, instructor and parachute expert.

WILLIAM T. LYMAN

Successor Is Named

Mr. Lyman has been traffic manager for the Colonial Western since that line pulled its first load of air mail out of Buffalo a year and a half ago. He will be succeeded by Goodrich K. Murphy, formerly district manager at Hartford, Conn., for the Colonial Western.

Murphy has been in charge of the Hartford office of the corporation for the past six months. Prior to that time he served for more than five years in the transportation department of the Munson Steamship line.

John F. Wheelock will succeed Murphy at Hartford. The changes are expected to go into actual effect in a day or two.

Aviation Club Incorporates

Amherst Aviation Club, Inc., Williamsville, to deal in all kinds of aircraft. Capital stock: 5,000, shares having par value of $10. Directors: Lieut. Vernon Schutt, 836 Ellicott street, Buffalo; Harry M. Schadd, 5590 Main street, Williamsville; Harold B. Sanford, 671 Mt. Vernon road, Snyder.

December 1928 Aero Digest

NEW YORK AIR NEWS

FOUR PT-3A planes, built for the Cuban Army Air Corps by the Consolidated Aircraft Corp. of Buffalo, were recently flown from Buffalo to Havana, Cuba. The 1,900-mile trip was made on a predetermined schedule. The planes were piloted by Capt. Jack R. Beam and Lieutenant Hodgson, U. S. Army Air Service instructors to Cuba, Captain Martull and Lieutenant Terry, the latter two of the Cuban Air Corps.

BIG BUFFALO PLANE TO BE TESTED SOON

Consolidated's Boat Being Assembled in Washington.

Evening News - Dec. 29-1928

Test flights of the largest flying boat ever built in the United States, which was constructed at the Consolidated Aircraft corporation plant in Elmwood avenue the past year, will be made the week of Jan 7 at the U. S. Navy yard in Washington, it was announced Saturday by R. P. Whitman, assistant to the general manager of the Consolidated plant.

Shipment of the plane was completed last Wednesday. It was sent from Buffalo on three flat cars. The ship is being assembled at the Navy yard and will be flown by Consolidated and Naval test pilots. With successful flights it is expected the government will place a contract for several ships with the Consolidated company.

The craft was built secretly in the experimental department. It is designed for long-distance patrol flying and will have a range of 3000 miles. Its wing spread is nearly 100 feet. It will carry four in the crew, including two pilots and two machine gunners. Bombing equipment also is provided for, although the primary purpose of the craft is for patrol work. It has been named The Admiral.

Courier-Express Dec. 30-1928

BIG FLYING BOAT, BUILT HERE, TO BE TESTED AT WASHINGTON

The largest flying boat ever built, The Admiral, a product of the Consolidated Aircraft Corporation of this city, will be tested at the U. S. navy yard in Washington the second week in January, it has been announced.

The new flying boat was built in the Elmwood avenue plant and shipped to the navy yard earlier in the week on three flat cars. It was built secretly here. The craft has a range of 3,000 miles and a capacity of four persons, presumably two pilots and two machine gunners. It also is provided with bombing equipment.

Buffalo Evening News - Jan. 3-1929

NAVY TO TEST PLANE BUILT HERE IN SECRET

Huge Flying Boat Said to Be Able to Span World in Five Hops.

By MERWIN H. BROWNE.
From the Washington Bureau of the BUFFALO EVENING NEWS

WASHINGTON, Jan. 3.—Tests of the super-flying boat built by the Consolidated Aircraft company of Buffalo for the Navy department in accordance with official Navy specifications, are expected to begin here early next week.

Under the supervision of I. M. Laddon, engineer of the Consolidated company, and secreted from prying eyes, the huge craft is being assembled at the Anacostia naval air station here. The work will be completed in a few days.

Trial flights are expected to be conducted by Lieut. Leigh Wade, former round-the-world flier, but he has not yet reached Washington and it is likely the big flying boat will be entrusted to another pilot.

In addition to Engineer Laddon, the plane was accompanied here by Lieut. R. D. MacCart, United States Navy inspector stationed in the Curtiss Buffalo plant, who supervised the building of the ship by the Consolidated people. J. L. McClane and Frederic Flader, Consolidated engineers, completed the party.

Details Kept Secret.

Outside of declaring that the boat in question is the largest air boat ever produced in this country, Mr. Laddon, who is in charge of the plane here, declined to give a description of the ship or details regarding the ship's ability or passenger-carrying capacity. Navy officials likewise refused information regarding the ship, pending completion of the trial flights next week.

It was learned from another source, however, that the boat is a monoplane with a 100-foot wing span. It is all metal and will have an air speed of about 120 miles an hour. A series of motors so constructed that one will carry the load if two fail, is a distinct safety feature.

The ship will carry a crew of five, being a unit in itself with its own radio operator, two gunners, a pilot and mechanic. The plane is of the bombing type, and may be used for that purpose during wartime, but has primarily been constructed for observation.

Planned For Long Flights.

If accepted by the Navy, the ship probably will be used for coast patrol work. It is said that installation of additional gas tanks will enable it to make a trip around the world in five hops.

Commercial copies of the boat now are being constructed by the Consolidated company in Buffalo and these ships, having a maximum speed of 135 miles an hour, it is said will be able to carry 32 passengers in addition to a pilot and assistant pilot. It was indicated that one of the features of the boat now in the Navy's hands is that it is readily convertible, with few minor changes, into a strictly commercial craft. Nearly a dozen of the commercial types probably will find their way from the Consolidated shops this year.

The boat was built under the combined supervision of the Consolidated company and Navy engineers and the construction contract was awarded to Consolidated when the company won the Navy competition for designs over a year ago.

NAVY CONTRACT GIVEN AIRCRAFT FIRM HERE

Buffalo Evening News

Formal Order Totaling $164,450 for Ten More Ships.

Jan. 10-1929

Formal award of contract to the Consolidated Aircraft corporation of Buffalo for ten model NY-1 and the same number of NY-2 training planes and spare parts at a total cost of $164,450 by the U. S. navy Wednesday, was announced Thursday, according to an Associated Press dispatch and confirmed by Ray P. Whitman, assistant to the general manager at the Consolidated's Buffalo plant.

The contract was characterized as a "small repeat order" as the navy had previously ordered 66 NY-1 and 130 NY-2 planes. They are equipped with Wright Whirlwind motors. Eight of the NY-1's of the new contract have already been sent to the navy, as the Buffalo concern did not stand on ceremony but built and shipped the planes without waiting for the formal contract to be negotiated. The other two will be finished this week. The NY-2 planes will be constructed in a few weeks.

The company shipped to Washington just before Christmas a large plane called an experimental patrol boat. It is being assembled at the capital and will be furnished with two Pratt & Whitney geared engines. It has a range of nearly 3000 miles and will be used by the navy for extended patrol work, being capable of such jaunts as New York to the Panama canal or San Francisco to the Hawaiian islands.

Air Transportation

Consolidated Aircraft Corp. Establish Airport at Buffalo

(Staff Correspondence)

BUFFALO, N. Y.—An airport has been established on Military road north of this city by the Consolidated Aircraft Corp. A steel hangar including a waiting-room and shop has been erected on the east side of the field which is enclosed by a strong wire fence. Red boundary lights are affixed to steel fence posts and ends of the cinder runway have been marked by green lights. A temporary snow fence has been placed on each side of the field to keep the runway clear during the winter.

The company has purchased adjacent land for the future erection of a new factory making possible enlarging of the present airport. At present a Husky Junior and experimental cabin monoplane called Model 10 are being kept at the field.

the other leading institutions.

N.Y. TIMES

NEW BLOOD AT BUFFALO.

Special to The New York Times.

BUFFALO, Jan. 11.—Albert R. Erskine, president of the tudebaker Corporation and chairman of the board of directors of the Pierce Arrow Motor Car Company of Buffalo, was elected to the board of directors of the Marine Trust Company of Buffalo at the annual meeting this week. The company reported net earnings of $4,817,071.62, or 48 per cent on the $10,00,000 capital.

Retirement of E. H. Hutchinson and Harry T. Ramsdell as honorary chairmen of the board of directors of the Manufacturers and Traders Peoples Trust Company marked the annual election of that institution. Mr. Hutchinson and Mr. Ramsdell retained their places on the board. The election of Major R. H. Fleet, president of the Consolidated Aircraft Corporation of Buffalo, to the directorate was the only other major change in the executive personnel. Earnings of more than $11 a share are reported for 1928.

Horace L. Mann was elected to the board of the Liberty Bank of Buffalo. He is vice president and treasurer of the Buffalo General Electric Company and vice president of the Buffalo, Niagara and Eastern Power Corporation.

The community National Bank of Buffalo started the year with Robert W. H. Campbell as president and Edward A. Duerr as chairman of the board. Mr. Duerr was formerly president and Mr. Campbell executive vice president. The directors elected Irving D. Brott vice president in charge of investment securities. He had been associated with the bank unofficially for several years in the investment field.

New Convertible Seaplane Arrives

Washington Post - Jan. 17-29

Craft That Won Contest of Navy to Be Tested; Carries 32 in Cabin.

An experimental type of flying boat, which is directly convertible into a commercial transport plane carrying 32 passengers in a compartment 60 feet long, has arrived at the naval air station for acceptance tests.

The boat, designated the XPY-1, was constructed by the Consolidated Aircraft Corporation, of Buffalo, N. Y., on the winning design in a flying boat competition held by the Navy Department early in 1928.

This seaplane is of monoplane type, with a metal hull and euipped with two 430-horsepower Pratt-Whitney engines, with an emplacement for a third if necessary. Its wing span is 100 feet long and it is euipped with two Richardson type wing-tip pontoons for landing on water.

The contract for this plane was awarded February 28, 1928. It was flown here by Lieut. A. W. Groton, pilot, and S. M. Landon, chief engineer of the constructing company. It is being tried out by the Navy Department's test board.

Evening Star - Washington, D.C.

JANUARY 17, 1929.

Largest Plane in U. S. Is Brought Here For Test Flights at Anacostia Station

What is said to be the largest airplane flying in the United States, was brought to the Anacostia Naval Air Station yesterday for test flights during the next week or 10 days. The plane, which is 100 feet across the wings and which can carry 32 passengers, is an experimental type constructed in conformity with the winning design of last year's flying boat competition of the Navy Department.

The big seaplane, known as the XPY-1, was flown here by Lieut. A. W. Groton, pilot, and S. M. Landon, chief engineer of the Consolidated Aircraft Corporation of Buffalo, N. Y., which constructed the plane, from the Buffalo plant. Contract for the plane was awarded by the Navy Department February 28 last.

The plane, of a monoplane type, with metal hull, has two 430-horsepower Pratt & Whitney Wasp motors and an emplacement for a third motor of the same type. Because of its great wing spread, two wing tip pontoons have been added, a practice not customary with smaller flying boats.

Although equipped for military purposes, it is so designed as to be readily convertible into a commercial type transport plane, with seating provisions for 32 passengers in a cabin 60 feet long.

Huge Navy Flying Boat Dares Potomac Ice for Test

This plane, the Navy's latest thing in flying boats, was made by the Consolidated Aircraft Co., shipped here, and set up at the Naval Air Station. Although it has had two short flights, tests for speed, altitude and load-carrying have not yet been made. The ship has a wing span of more than 100 feet, and can carry 35 passengers. It is powered by two Wasp motors.

PINK FINAL 2 CENTS

The Washington News

WASHINGTON DAILY

Served by Four Trunk Wires of United Press—World's Greatest Evening Press Association

8th Year—No. 59 WASHINGTON, D. C., THURSDAY, JANUARY 17, 1929 Entered as 2d at the Washing

THE PHILADELPHIA INQUIRER, MONDAY MORNING, JANUARY 21, 1929

THE WORLD TOLD IN

NEW NAVY FLYING BOAT FOR SEA PATROL

This experimental type of flying boat, intended for long sea patrol duty, is now being tested by the Navy at the Anacostia Air Station, Washington, D. C. The craft has a wingspread of 100 feet, and enjoys the luxury of a sixty-foot cabin. Two 430 horsepower motors furnish the propelling force.

BIGGEST PLANE IS TESTED OUT

Victoria, B. C. Colonist 1/23/29

AMPHIBIAN HAS CONVERTIBLE CABIN TO HOLD THIRTY-TWO PASSENGERS

New United States Army Bomber Can Load 2,200 Pounds of Deadly Bombs

(Copyright, 1929, by the North American Newspaper Alliance.)

WASHINGTON, Jan. 22. — The largest amphibian plane in the world and a new type of bombing plane with air-cooled motors, which is to become the standard for the Army Air Corps, were in the national capital today as a vivid demonstration of the latest in military airplane engineering.

The amphibian, constructed for the navy in accordance with the winning planes in the navy's flying boat competition held early last year, is convertible into a commercial transport plane, having comfortable quarters for thirty-two passengers in a cabin sixty feet long. The big amphibian is of the monoplane type, with a spread of 100 feet. It has two Wasp air-cooled motors and an emplacement for a third motor. The ban of navy censorship has been removed as regards performance characteristics of the big ship. It was built by the Consolidated Aircraft Corporation at Buffalo, and flown to this city for official test.

The army bomber is the first of thirty-five new planes, of a type to be known as the Panther. It carries 2,200 pounds of bombs, has a maximum speed of 128 miles per hour and a cruising range of six hours with a full military load. It is a biplane with a span of seventy-five feet and is the first army bomber powered with air-cooled engines, having two 725-horsepower radial motors. The performance of this plane under actual flying conditions also remains unknown, since it was completed only a few days ago and has had but one short test flight. The bomber, a Keystone product, was designed to meet a need for sturdier bombing planes capable of carrying greater loads and attaining greater speed.

To meet the increasing demand for air mail and air transport service across the country, Representative Allen J. Furlow, of Minnesota, today introduced in the House a bill to establish a new Northern States transcontinental airway from New York City to Seattle, across New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana and Idaho. The route would be designated as the Wright Airway in honor of Orville and Wilbur Wright, pioneer aviators.

The Furlow Bill would authorize a survey by the Secretary of Commerce to determine the best route over the states designated and would provide for the preparation and publication of maps covering the route, the location of airports and emergency landing fields, and the establishment of a meteorological service between the fields.

THE NEW YORK TIMES.

JANUARY 23, 1929.

GIANT FLYING BOAT IS TESTED BY NAVY

Assistant Secretary Warner Declares Department's New Craft Proved Satisfactory.

FORERUNNER OF AIR LINERS

Commercial Orders, Converting Admiral Type Into 32-Passenger Planes, Said to Be Pending.

Special to The New York Times.

WASHINGTON, Jan. 22.—Successful tests of the giant navy flying boat Admiral were conducted at the Naval Air Station at Anacostia this afternoon with Edward P. Warner, Assistant Secretary of the Navy for Aeronautics, as a passenger.

Orders for ships of the same design converted into thirty-two-passenger air liners are said to be contingent upon success in the navy's tests.

The plane, which was built by the Consolidated Aircraft Corporation, Buffalo, N. Y., is a pioneer in this country in large flying boats designed to compete with European types.

One order is reported to be under consideration by the Detroit and Cleveland Navigation Company, which is to inaugurate a flying boat service next Spring on Lake Erie between Detroit and Cleveland and Buffalo.

Plane Lifts Easily From Water.

The tests were made this afternoon under a leaden sky with scattered snow flurries. Captain H. C. Richardson of the navy, designer of the NC craft which crossed the Atlantic in 1919, was in the navigator's cockpit. Lieutenant W. G. Tomlinson was at the controls.

After a score of photographers had snapped the officials and the plane it was wheeled into the water and its handling gear removed. Lieutenant Tomlinson taxied the craft up the Anacostia River, turned, gave the twin motors the gun and roared down the river on a ten-mile wind. The plane lifted easily after a 650-foot run and climbed quickly. Two navy Corsairs, one with photographers, swooped after it in formation.

The Admiral wheeled far south of the station and with the other planes swung back at more than 100 miles an hour over the spectators. The flight continued for almost half an hour.

I. Machlin Laddon, the designer, and Ray P. Whitman, representative of the Consolidated Company, said a third Pratt & Whitney Wasp motor would be mounted in a nacelle atop the single wing. This, they thought, will increase the top speed of the plane from 120 to 135 miles an hour, and the cruising speed from 100 to 110 miles an hour.

Warner Calls Tests Satisfactory.

"The tests were very satisfactory," Assistant Secretary Warner said. "I feel we have made a long step forward in the development of a new type of giant flying boat in this country."

"The boat is very stable," declared Captain Richardson. "It felt good to have something solid under foot."

Lieutenant Tomlinson explained that the craft flew in excellent fashion and handled easily.

The Admiral cost the navy $150,000. Officials said that Secretary Warner hoped by buying the plane to foster the development of large flying boats for commercial air lines.

The plane has a wing spread of 100 feet, and is 60 feet over all. It weighs 13,600 pounds with full load and has an excess carrying capacity of 2,400 pounds.

The craft exceeded the requirements laid down by the navy, which called for a top speed of 114 miles an hour, a 4,000-foot initial climb in ten minutes, and a service ceiling of 9,500 feet, after twenty minutes.

As equipped at present, the craft carries a crew of five, a navigator-bomber in the bow cockpit, two pilots, a radio operator and a mechanic-gunner in the stern emplacement.

BUFFALO EVENING NEWS

JANUARY 22, 1929

HUGE BUFFALO PLANE IS READY FOR TESTS

Largest Amphibian Ship in World Turned Over to Army Air Corps at Capital.

By J. S. EDGERTON.

Copyright, 1929, by Buffalo Evening News and North American Newspaper Alliance.

WASHINGTON, Jan. 22.—The largest amphibian plane in the world and a new type of bombing plane with air-cooled motors, which is to become the standard for the army air corps, were in the national capital today as a vivid demonstration of the latest in military airplane engineering.

The amphibian, constructed for the navy in accordance with the winning planes in the navy's flying boat competition held early last year, is convertible into a commercial transport plane having comfortable quarters for 32 passengers in a cabin 60 feet long. The big amphibian is of the monoplane type, with a spread of 100 feet. It has two 430-horsepower wasp air-cooled motors and an emplacement for a third motor. The ban of navy censorship has been clapped down as regards performance characteristics of the big ship. It was built by the Consolidated Aircraft corporation at Buffalo and flown to this city for official test.

The army bomber is the first of 35 new planes of a type to be known as the "Panther." It carries 2200 pounds of bombs and has a cruising range of six hours, with a full military load. It is a biplane with a span of 75 feet and is the first army bomber powered with air-cooled engines, having two 725 horsepower radial motors. The performance of this plane under actual flying conditions also remains unknown, since it was completed only a few days ago and has had but one short test flight. The bomber, a Keystone product, was designed to meet a need for sturdier bombing planes capable of carrying greater loads and attaining greater speed.

To meet the increasing demand for airmail and air transports service across the country, Representative Allen J. Furlow, of Minnesota, today introduced in the House a bill to establish a new Northern States Transcontinental airway from New York city to Seattle, across New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana and Idaho. The route would be designated as the Wright airway in honor of Orville and Wilbur Wright, pioneer aviators.

The Furlow bill would authorize a survey by the secretary of commerce to determine the best route over the states designated and would provide for the preparation and publication of maps covering the route, the location of airports and emergency landing fields, and the establishment of a meteorological service between the fields.

N. Y. TRAINING PLANE

I am an N. Y. training plane
I'm like a little Ford,
I take the bumps, do all the work
With no thought of reward.

I'm up in the air in the morning,
Flying still at night,
Looping, diving, turning,
Banking, left and right.

Flipper turns and spirals
A student at the stick,
I would surely show 'em "tricks,"
But my pilot is too thick.

I used to be a fast one,
Manouver anyway;
But now I'm getting old, I fear
I won't take off some day.

And then you know they'll take me
And give me quite a rest
They'll put me in a hangar
When I have done my best.

They'll take my engine from me,
Unfasten both my wings,
They'll scrape my bones with emery cloth
And do a lot of things.

They'll take me to the beach again
For I'll be feeling like a top,
They'll fill me up with gasoline
And I'll be ready for a hop.

—R. L. Hunter.

THE PENSACOLA AIR STATION NEWS
22 JANUARY - 1929

United States Daily - Wash. D.C. 1/23/29

Nation's Largest Seaplane Tested by Naval Officers

The Navy's new type of flying boat, the XPY-1, largest seaplane in this country, was successfully tested on January 22 at the Naval Air Station at Anacostia, D. C., it was announced oraily at the Department of the Navy. The Assistant Secretary of the Navy for Aeronautics, Edward P. Warner, and members of the Navy Test Board witnessed the flight.

The plane, built on the winning design of the flying boat competition held by the Navy in 1928, was piloted by Lieut. W. G. Tomlinson. The craft is convertible into a commercial transport type and has a compartment 60 feet long, which will hold 32 passengers. It is a monoplane, with two engines and an emplacement for a third.

BUFFALO EVENING NEWS: WEDNESDAY, JANUARY 23, 1929

BUFFALO-MADE SHIP WINS NAVY AIRMEN

Huge Ship, With 100-Foot Wing Span, Progresses Favorably, Says Warner.

From the Washington Bureau of the Buffalo Evening News.

WASHINGTON, Jan. 23.—Satisfaction over performance of the XPY-1, huge flying boat built by the Consolidated Aircraft company of Buffalo and now undergoing tests here, was expressed by high naval officials today.

Favorable comment followed a test flight Tuesday made by Assistant Secretary of the Navy for Aeronautics Edward P. Warner and Capt. H. C. Richardson, leading authority in the United States on flying boat hulls. Capt. Richardson designed the hull of the XPY-1.

"Excellent progress has been made in development of this ship," Secretary Warner declared as he stepped from the cockpit of the mammoth plane. "She rode as smoothly as a battleship, and showed great flexibility for a boat of her size."

Now in Hands of the Navy.

The XPY-1, which satisfactorily has concluded tests under the auspices of I. M. Laddon, Consolidated engineer whose winning design was selected by the Navy, now is in the hands of the Naval Test board. Although the ship has not been finally accepted by the Navy, responsibility for its performance now is in Navy hands, and the Consolidated company would be reimbursed should the plane crash.

An idea of the tremendous size of the XPY-1, which is expected to be christened "The Admiral" if accepted by the Navy, may be gained by comparison with an airplane of normal size. The ordinary plane has a wing span of about 40 feet, and is about 25 feet long. The XPY-1 has a wing-span of 100 feet and is more than 60 feet long.

Monoplane With All-metal Hull.

The ship is a monoplane with an all-metal hull, being constructed of duralumin, an aluminum alloy. The wings also are constructed of this metal, and covered with fabric. It is powered with two Pratt & Whitney 430 horsepower "Wasp" type motors, and has an emplacement on the top wing for a third motor. Built primarily for patrol purposes, the ship is said to have a cruising radius of around 3000 miles with tanks carrying 1000 gallons of gasoline. It has a speed of 120 miles an hour.

Provision has been made for installation of machine guns in both the front and rear cockpits and it will also carry about a ton of bombs. The hull of the model tested here is entirely closed, but in future commercial models due shortly to be constructed by the Consolidated company a window-lighted cabin is to be built into the hull for convenience of the 32 passengers the ship will be able to accommodate.

Commercial Models Next Year.

It was indicated here that commercial models of the XPY-1 next year will be placed into service by a Buffalo concern for traffic over the Great Lakes area.

Under normal conditions, the ship weighs 13,600 pounds and will take off in 30 seconds time. Despite its size and weight, it will climb to a height of 5500 feet in ten minutes. The ship can be successfully flown, however, at a gross overload weight of 16,000 pounds.

In the test flight Tuesday, the ship was piloted by Lieut. W. G. Tomlinson, attached to the flight test section of the Bureau of Naval Aeronautics.

Before a gallery of naval officers, newspapermen and both movie and still photographers, the XPY-1 was rolled from her hangar to the edge of the Potomac river channel, and the huge motors warmed up in preparation for the flight. On land, the ship is equipped with wheels, which are removed after the boat is in the water.

Take-off is Described.

The ship taxied a half mile up the river channel, and with the Navy officials aboard, turned slowly around and began her take-off. The twin motors roared in unison as she swept past, the momentum of the ship beating the water into frothy foam. Suddenly the ship's hull dipped, and the boat, apparently without effort, lifted itself into the air.

At that moment two regulation observation planes set our from the land side of the naval air station to accompany the XPY-1 on her official flight. The Leviathan of the air and its escort, silhouetted against a glowering sky, looked like an eagle pursued by a couple of English sparrows.

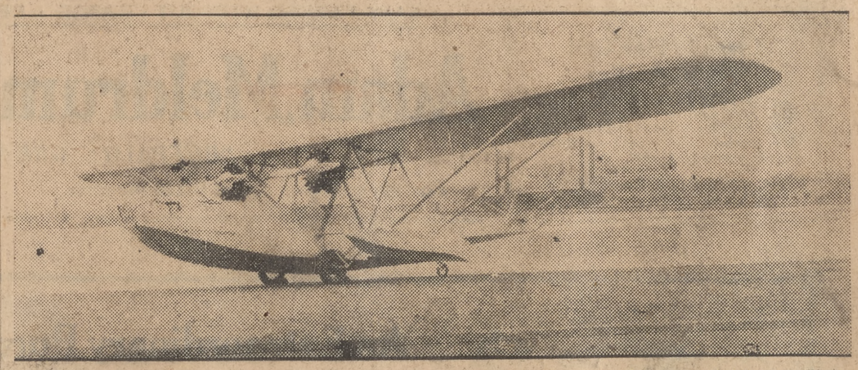
The flight lasted but 15 minutes, with Secretary Warner and Capt. Richardson expressing their pleasure at the smooth handling of the craft by Lieut. Tomlinson.

Third Motor to Be Added.

In the Navy tests to follow, a third motor will be added to the ship. It was stated at the Naval air station today that in the tests already concluded only a few minor changes in the original construction of the ship have been found necessary. The final tests, some of them technical in nature, may take a month or more.

It was learned today that due to the size of the ship, Consolidated officials were unable to freight it to Washington over the route usually used. The plane was dismantled and placed on three flat cars, and due to difficulty in bridge clearances, was re-routed several times, finally reaching Washington via Philadelphia and Baltimore. The plane then was assembled at the Washington Navy yard, and floated across the river to the naval air station on a flat barge.

Buffalo-built Plane Scores in U. S. Navy Tests



—Official Naval Department Photo.

The Admiral, the gigantic seagoing all-metal flying patrol boat, built by the Consolidated Aircraft corporation of Buffalo, has been a complete success in the rigid tests given by experts of the U. S. Navy, for which it was built. The ship is one of the largest yet made and could carry 32 passengers and a crew of four. The craft is shown at the testing field at Washington, D. C., and across the Potomac in the distance can be seen the massive buildings of the War college.

NEW BOAT FLIES 20 MINUTES

Washington Times - Jan. 23 1929

The Consolidated Aircraft Corporation's new type flying boat successfully completed a 20-minute test at the Navy Air Station yesterday. It was piloted by Lieut. W. G. Tomlinson, who had as passengers Capt. H. C. Richardson, Navy authority, who designed the NC flying boat, and E. P. Warner, Assistant Secretary of Navy.

The plane, officially designated XPY-1, was designed by I. Machlin Laddon. It has a wing spread of 100 feet, an overall length of 60 feet, and is powered with two Wasp geared engines of 430 horsepower each. The plane can make 128 miles per hour and has a cruising speed of 100 miles per hour.

If converted to commercial use it would have a capacity of 32 passengers, pilot, mechanic and steward.

New Type Seaplane Passes Tests Here

Washington Post Jan. 23 1929

Largest Craft of Its Kind in United States Has Room for 30 Passengers.

Successful tests of the new experimental type of flying boat, the XPY-1, largest seaplane in this country, were made yesterday at Anacostia Naval Air Station in the presence of Assistant Secretary of the Navy for Aeronautics Warner and members of the Navy Test Board.

Lieut. W. G. Tomlinson flew the plane and Capt. H. C. Richardson, Bureau of Aeronautics, who developed the hull and float lines of the craft, Assistant Secretary Warner and Chief Aviation Machinist Mate Kidder were passengers.

The plane is directly convertible into a commercial type and has a compartment 60 feet long which will hold 32 passengers It was constructed by the Consolidated Aircraft Corporation, Buffalo, N. Y., on the winning design of the flying boat competition held by the Navy early in 1928.

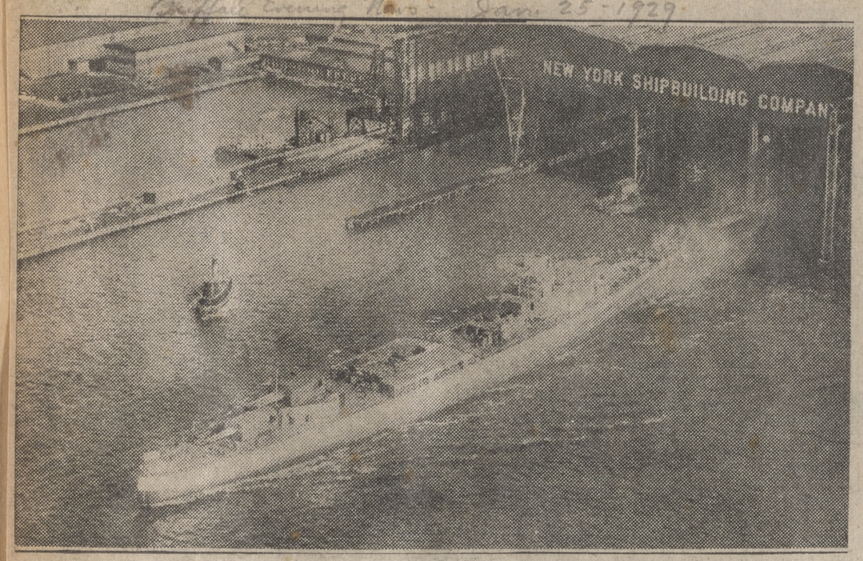
Buffalo News — 1/24/1929

Late News Bulletins

BUFFALO INDUSTRY FIGURES IN DEAL

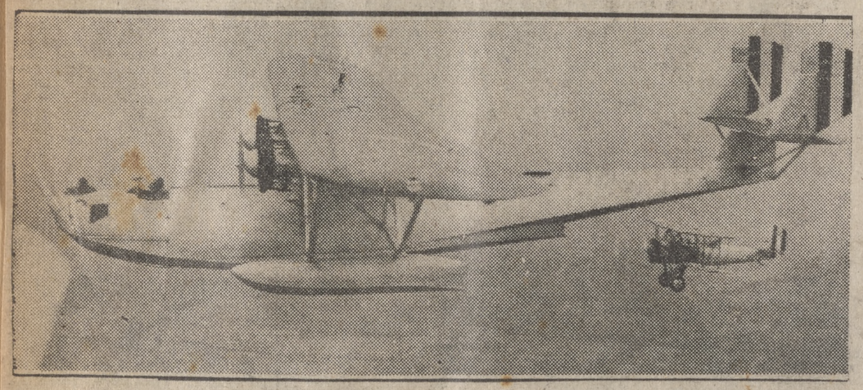
NEW YORK, Jan. 24 (AP).—Pynchon & Co., New York investment house, will acquire a substantial interest in the Consolidated Aircraft Corporation of Buffalo, N. Y., it was announced today. The Buffalo company has been building planes for the Army and the Navy the last five years, including the giant flying boat Admiral, which has just been tested for the Navy.

Buffalo Evening News — Jan. 25-1929



—Wide World Aero Service Corporation Photo.

The first 10,000-ton cruiser built for the Navy under the terms of the Washington conference, the Salt Lake City, has just been launched at Camden, N. J. Secretary of the Navy Curtis D. Wilbur and other notables attended the ceremony.



—International News Photo.

The Navy's new giant seaplane, built for patrol duty along the Atlantic seaboard, has just been given a trial flight over Washington, where experts observed its successful performance. Edward P. Warner, assistant secretary of the Navy for aviation, was the first pasenger.

BUFFALO FACES LOSS OF NAVAL PLANE PROJECT

Buffalo Evening News — 1/25/1929

Consolidated Aircraft Corporation Cannot Produce Admiral Seaplane Here Due to Lack of Water Airport Facilities, Says Maj. Fleet.

Spurred to action by the intensive campaign of the Buffalo Evening News, the finance committee of the Common council met in special session Friday afternoon with members of the airport advisory board and representatives of the airplane manufacturing companies to discuss all the phases for formulating a concrete, forward-looking program for the development of Buffalo's airport.

Simultaneously, the need of a seaplane landing station in Buffalo as an inducement to manufacturers of this type of aircraft to locate plants in this city become vitally apparent when it was disclosed that lack of a water airport threatens to put Buffalo entirely out of the running as a center of seaplane manufacture and to cripple seriously its growth as an aviation industrial hub.

To Discuss Seaplane Station.

In addition to delving into every angle of developing and improving the Genesee street municipal flying field, which acknowledgely is the most urgent immediate need to give Buffalo her rightful place in the world of aeronautics, the meeting Friday afternoon also was expected to go into the matter of providing a seaplane landing station here. The importance of such a water airport for the complete development of Buffalo's potentialities as the nation's leading aviation metropolis was brought to the surface with forceful conviction Friday in the revelation that within the last few days the city stood to gain two new aviation industries, devoted to the manufacture of huge planes.

Duffy Makes Winter Flight.

Nathaniel E. Duffy, director of the airport, will report on the location of a proposed seaplane base should it be decided that such a base is needed in Buffalo at the present time. Mr. Duffy made a flight over the harbor and river Thursday in order to see just what the winter conditions are at the junction of the river and lake. He reported that a bay at the northern end of Grand Island was free from ice and suggested that should a seaplane base be needed such a site would be practicable.

The first is that of the newly organized Curtiss-Caproni, Inc. The second is the seaplane division of the Consolidated Aircraft corporation of Buffalo, first made known Thursday by an announcement of Maj. Robert H. Fleet, president, following acquirement of a substantial interest in the concern by Pynchon & Co., New York investment house.

Unable to Locate Here.

But in the same breath which told that the deal means the Consolidated company will begin manufacturing seaplanes after the style of the huge Admiral, recently successfully tested by the Navy, Maj. Fleet said that the manufacturing division could not be located here—as things stand now, minus a water airport.

The largest aircraft in America is the title held by the Admiral. All metal with a 100-foot span, it can hold 32 passengers and a crew of four. Maj. Fleet, saying that manufacture of this type of plane will go forward at once, stated that no selection of a place for manufacturing them has been made, but must be made soon.

"When we built this biggest plane," he said, "we couldn't put it in the water. There was no place in Buffalo to do so.

Cost $10,000 to Land Ship.

"We couldn't find a box car big enough to take some of the sections, so we loaded the parts on three flat cars and then had to route them all around the country in order to avoid bridges and tunnels because the parts were so large.

"We also had to send 14 men along to assemble the ship before the Navy test. It cost probably $10,000 to ship the plane out of Buffalo and turn it over to the Navy. Of course we couldn't make them here if we had to do that with every one made.

"At that rate we simply couldn't consider making the big planes here and I understand the Curtiss-Caproni, Inc., also tried to consider Buffalo as a site for its factory, but have just about given it up because so many other places afford facilities in the water of a seaplane station."

Can't Build New Port.

"We are here and naturally want to stay here if we can," said Maj. Fleet. "We have shown our good faith by building a land port. When it comes to water, we can't afford it."

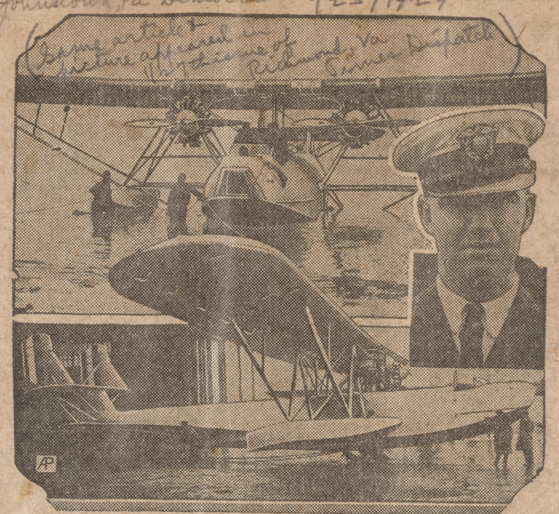
The president further said that the company is negotiating for orders on other big planes and right at the moment is confronted with the situation of having no water airport to test them or take off from when delivery time comes.

"Buffalo without a water airport is now to us," he said, "like Buffalo without a railroad to the average manufacturer. We are thinking now of what next to do. Buffalo needs a water port if any place does."

Big Navy Amphibian Is Built With Cabin For 32 Passengers

Johnstown Pa-Democrat — 1/25/1929

Important part of picture affected in Richmond, Va. Times-Dispatch



The navy's new giant amphibian (above), capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieut. A. W. Gorton, navy pilot (inset), flew it on its initial trial.

By WILLIAM E. BERCHTOLD
(Associated Press Aviation Editor)

WASHINGTON, Jan. 24.—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft Corp. of Buffalo. Lieut. A. W. Gordon, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest in the big plane centers around its potentialities as a commercial transport, as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

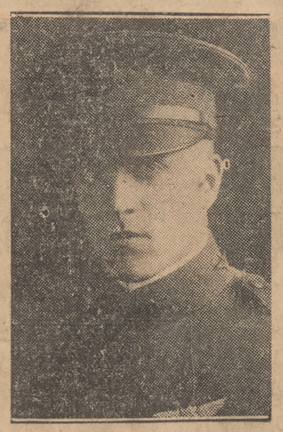
The plane's metal hull and wing tip floats were designed by Capt. H. C. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advance over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Admiral William A. Moffett, chief of the navy's bureau of aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work, as well as an advance in equipment for commercial air transportation.

Buffalo Evening News — 1/25

NAMED CHIEF ENGINEER



NORMAN N. TILLEY.

Norman N. Tilley, son of John J. Tilley, 98 Baxter street, has been appointed chief engineer of the Kinner Airplane & Motor corporation, Glendale, Cal., according to word received by his father Wednesday. He will have charge of designing, inspecting and testing planes manufactured at two plants of the concern, one in Colorado and the other in Glendale.

He is called by his new employer, W. B. Kinner, one of the three best aeronautical engineers in this country. Born in Buffalo 36 years ago, he was graduated from School 60, Lafayette high school and Cornell university, with the class of 1915.

He first served in the World war as instructor at Cornell aviation ground school and then took the flying course and qualified as pilot. He served as instructor in gasoline engines at Elington field, Houston, Texas, and Kelly field, San Antonio, Texas, for a time being in charge of the air service mechanics school there. Later he taught in the University of Texas.

BUFFALO FACES LOSS OF NAVAL PLANE PROJECT

Buffalo News — 1/25

Consolidated Aircraft Corporation Cannot Produce Admiral Seaplane Here Due to Lack of Water Airport Facilities, Says Maj. Fleet.

Spurred to action by the intensive campaign of the Buffalo Evening News, the finance committee of the Common council met in special session Friday afternoon with members of the airport advisory board and representatives of the airplane manufacturing companies to discuss all the phases for formulating a concrete, forward-looking program for the development of Buffalo's airport.

Simultaneously, the need of a seaplane landing station in Buffalo as an inducement to manufacturers of this type of aircraft to locate plants in this city become vitally apparent when it was disclosed that lack of a water airport threatens to put Buffalo entirely out of the running as a center of seaplane manufacture and to cripple seriously its growth as an aviation industrial hub.

To Discuss Seaplane Station.

In addition to delving into every angle of developing and improving the Genesee street municipal flying field, which acknowledgely is the most urgent immediate need to give Buffalo her rightful place in the world of aeronautics, the meeting Friday afternoon also was expected to go into the matter of providing a seaplane landing station here. The importance of such a water airport for the complete development of Buffalo's potentialities as the nation's leading aviation metropolis was brought to the surface with forceful conviction Friday in the revelation that within the last few days the city stood to gain two new aviation industries, devoted to the manufacture of huge planes.

Duffy Makes Winter Flight.

Nathaniel E. Duffy, director of the airport, will report on the location of a proposed seaplane base should it be decided that such a base is needed in Buffalo at the present time. Mr. Duffy made a flight over the harbor and river Thursday in order to see just what the winter conditions are at the junction of the river and lake. He reported that a bay at the northern end of Grand Island was free from ice and suggested that should a seaplane base be needed such a site would be practicable.

"I don't know whether there are any seaplanes on the Great Lakes," said Chairman Wylegala, prior to the meeting Friday, "and neither do I know whether it is necessary for us to build a seaplane landing field. If there are no seaplanes in use on Lake Erie and there is no immediate reason for Buffalo spending money for such a field at the present time I shall be against it. That is one reason why we have called this meeting. We want to know all we can about the air needs here and we want every person who is airminded to attend the meeting and give us his ideas."

Full Attendance Expected.

A majority of members of the Council were expected to attend the meeting inasmuch as Councilman William M. Eberhardt had called a meeting of the Council's committee on legislation at the same hour. Notified of the special finance committee meeting, Chairman Eberhardt promptly declared he will postpone his committee meeting until the end of the airport discussion in order that members of both committees can give their undivided attention to the aviation experts.

"We expect to arrive at a definite conclusion in regard to formulating a concrete program for developing and improving the airport," said Councilman Wylegala. "Councilman Harry Fisher has taken the stand that the whole idea of the city's financing the airport is unconstitutional. I personally believe he is not far-sighted, but his criticisms must be met frankly. Any other criticisms of the city's program should also be ironed out at Friday's meeting."

Fisher Still Opposes Plan.

Councilman Fisher Thursday reiterated his opposition to the city's action in awarding contracts for two new hangars at the airport. He declared he did not want to hinder the growth of Buffalo, or be a stumbling block in the path of those working for a larger airport, but said he could not conscientiously support the present plan, which involves the expenditure of close to $1,000,000 for airport improvements.

"The city sells gasoline, tires and oil at the airport," said Mr. Fisher. "In addition, it operates a restaurant, and Director Duffy has warned that this must be made larger. I can not find any ordinance or statute that permits the city to go into businesses of this nature. Remember, this is the taxpayers' money we are handling. I am not sure that it is legal for the Council to take the people's money for such a purpose.

Endorses Cleveland Plan.

"The article appearing in the Evening News Wednesday showing how Cleveland operates its airport sums up my ideas entirely. In Cleveland the city did not put its hand in its pocket and spend millions of dollars to promote the business of corporations engaged in building and flying airplanes. The Cleveland authorities merely leased the airport to these corporations and used the rentals to reduce the taxes. That is what we should do here. I believe the corporations can build their own hangars and hire their own employes.

"Under the present plan the city will have to hire an army of employes and supply them with a restaurant in which to eat. The rentals we are charging aviation corporations are only nominal. That means that the entire cost of operating the field comes out of the taxpayers' pockets. Remember also that when the field is leased to private corporations and individuals that they have the right to keep persons and airplanes out of their territory. It loses its public character although entirely maintained by public funds. I may sound like an obstructionist of the worst kind—but this is the time to study these things. At least we should consider the Cleveland plan."

The opportunities that are involved in Buffalo's failure to provide ideal airport facilities are shown by two recent incidents.

The first is that of the newly organized Curtiss-Caproni, Inc. The second is the seaplane division of the Consolidated Aircraft corporation of Buffalo, first made known Thursday by an announcement of Maj. Robert H. Fleet, president, following acquirement of a substantial interest in the concern by Pynchon & Co., New York investment house.

Unable to Locate Here.

But in the same breath which told that the deal means the Consolidated company will begin manufacturing seaplanes after the style of the huge Admiral, recently successfully tested by the Navy, Maj. Fleet said that the manufacturing division could not be located here—as things stand now, minus a water airport.

The largest aircraft in America is the title held by the Admiral. All metal with a 100-foot span, it can hold 32 passengers and a crew of four. Maj. Fleet, saying that manufacture of this type of plane will go forward at once, stated that no selection of a place for manufacturing them has been made, but must be made soon.

"When we built this biggest plane," he said, "we couldn't put it in the water. There was no place in Buffalo to do so.

Cost $10,000 to Land Ship.

"We couldn't find a box car big enough to take some of the sections, so we loaded the parts on three flat cars and then had to route them all around the country in order to avoid bridges and tunnels because the parts were so large.

"We also had to send 14 men along to assemble the ship before the Navy test. It cost probably $10,000 to ship the plane out of Buffalo and turn it over to the Navy. Of course we couldn't make them here if we had to do that with every one made.

"At that rate we simply couldn't consider making the big planes here and I understand the Curtiss-Caproni, Inc., also tried to consider Buffalo as a site for its factory, but have just about given it up because so many other places afford facilities in the water of a seaplane station."

Can't Build New Port.

"We are here and naturally want to stay here if we can," said Maj. Fleet. "We have shown our good faith by building a land port. When it comes to water, we can't afford it."

The president further said that the company is negotiating for orders on other big planes and right at the moment is confronted with the situation of having no water airport to test them or take off from when delivery time comes.

"Buffalo without a water airport is now to us," he said, "like Buffalo without a railroad to the average manufacturer. We are thinking now of what next to do. Buffalo needs a water port if any place does."

Buffalo Airport Inspected by Philadelphia Officia

A delegation representing the city Philadelphia, led by Alexander M doch, head of the Department of P lic Works, inspected the Buffalo m nicipal airport Friday. Philadelphia soon to build a municipal port and Murdoch will be in charge of constr tion. He said he was impressed by size and location of the flying fi here.

The party is on its way to Philad phia after visiting the airports at D troit and Cleveland. Others in party are John E. Allen, engineer the Department of Public Works; R ert Barry, of the Philadelphia Even Ledger, and Walter G. Long, of Philadelphia Bulletin.

The Navy's new giant seaplane, built for patrol duty along the Atlantic seaboard, has just been given a trial flight over Washington, where experts observed its successful performance. Edward P. Warner, assistant secretary of the Navy for aviation, was the first pasenger.

Bankers to Acquire Interest in Consolidated Aircraft

Boston Transcript - 1/25/29

New York, Jan. 25—A substantial interest in the Consolidated Aircraft Corporation of Buffalo, which is pioneering in the design and construction of large flying boats, will be acquired soon by Pynchon & Co. One of the new flying boats, the giant Navy boat, Admiral, built under the personal supervision of R. H. Fleet, president of the corporation, was given a successful test this week at the Anacostia Naval Air Station and exceeded the Navy's requirement calling for a top speed of 114 miles an hour. The equipment includes two Pratt & Whitney Wasp motors, but it is planned to add a third motor which, it is believed, will increase the top speed of the plane from 120 to 135 miles an hour, and cruising speed from 100 to 110 miles an hour. Consolidated Aircraft Corporation has supplied the greater part of the Army and Navy requirements for training plants during the past five years.

UNLISTED ARE IRREGULAR ON DULL TRADING

Springfield, Mass-news 1/26/29

New York, Jan. 26—Active demand for Consolidated Aircraft corporation, a newcomer to the aeronautical group of the over-the-counter market, featured trading yesterday. Following the announcement of New York bankers taking an interest in the company and the receipt of an order for 20 planes from the navy department, the stock jumped 5 points. Consolidated Instrument was another bright spot, scoring a substantial advance.

With the exception of Neisner Brothers preferred which advanced 4 points, the chain store group held at about its previous closing level. Utilities turned dull in late trading and no definite trend was discernible.

While the bank stocks were inclined to irregularity, Guaranty Trust and Commerce were strong features. Insurance shares resumed activity, and there were a few modest advances. Late demand brought about a jump in County Trust, which closed up 50 points, and Central Union gained 45. There was a better tone in Corn Exchange, Bank of New York and Trust and New York Title and Mortgage. Hanover and Commercial National were soft, dropping 15, while Fidelity and Guardian National eased 10.

AVIATION
January 26, 1929

New Flying Boat Gets Try-Out at Anacostia

ANACOSTIA, D. C.—Tests and acceptance trials of the XYP-1, an experimental type of flying boat developed by the Consolidated Aircraft Corp. of Buffalo, N. Y., are now under way here. The craft follows the winning design of the flying boat competition held by the Navy early in 1928.

This seaplane is of a monoplane type with metal hull, has two 430 hp. Pratt & Whitney Wasp engines and emplacement for a third engine. Its wing span is 100 ft. and it has two Richardson type wing tip pontoons.

The contract for this plane was awarded on Feb. 28, 1928, and the plane was flown for the first time at the Naval Air Station, Anacostia, on January 10, with Lieut. A. W. Gorton, U. S N., pilot, and M. J. M. Laddon, chief engineer, Consolidated Aircraft Corp., observer. The plane was flown again on Friday, January 11, and is now being tried out by the Navy's Test Board at Anacostia.

This flying boat is directly convertible into a commercial type transport and has a compartment 60 ft. long designed to hold 32 passengers.

Test Flying Boat Built for Navy by Chicago Co.

Chicago Tribune 1/26/29

[Chicago Tribune Press Service.]

New York, Jan. 25.—Pynchon and company, it was announced today has acquired an interest in the Consolidated Aircraft corporation of Chicago, contractors for the government for training planes. This company has recently completed a large flying boat for the navy department which is now undergoing tests at the Anacostia naval air station at Washington.

Investors, Inc.

Boston Globe - 1/26/29

SUBSTANTIAL STOCK INTEREST

Announcement is made that Pynchon & Co will acquire a substantial interest in Consolidated Aircraft Corporation of Buffalo, which is pioneering in the design and construction of large flying boats and which has supplied the greater part of the army and navy requirements for training planes during the last five years.

THE NAVY INTRODUCES SOMETHING NEWER AND LARGER IN FLYING BOATS

Trial flight over Washington, D. C., of the first of the new XPY model flying boats delivered to the United States Navy. The ship, built according to the winning design in a Navy Department competition, can be converted into a commercial transport plane carrying 32 passengers in a cabin 60 feet long. It was accompanied in its flight by several combat planes. (P. & A.)

FLYING BOAT IS CONVERTIBLE

Detroit, News 1/27/29

Navy Produces Defense Plane Also Suitable for Commercial Use.

(SPECIAL TO THE DETROIT NEWS.)

WASHINGTON, Jan. 26.—Military authorities often have urged commercial airplane builders to design their craft with a view to their conversion for military flying in the event of emergency, but now the tables are turned, and the Navy has produced a flying boat convertible for commercial use.

In its report of the boat's first trials the Navy specifies that "this boat is directly convertible into a commercial type transport, and has a compartment 60 feet long which will accommodate 32 passengers."

The new boat is designated the XPY-1 in technical records, and has been named the "Admiral." It was built from the prize-winning flying boat design of 1928 by the Consolidated Aircraft Corp., of Buffalo. The contract was let last February following a competition among manufacturers, but the boat was not delivered until recently.

The first test flights were made by Lieut. A. W. Gorton and M. J. M. Laddon, Consolidated's chief engineer. Edward P. Warner, Assistant Secretary of the Navy for Aeronautics, was the first passenger. At present exhaustive load-carrying and performance trials are being flown by pilots of the Navy Test Board.

This seaplane is a semi-cantilever monoplane with wing floats suspended on struts from the wing. The hull is built of metal, and contains open cockpits forward for pilots and observers. Two Pratt & Whitney Wasp engines of 425 horsepower each are mounted on the wing with tractor propellers. The wing span is 100 feet.

Navy Plane To Carry 32

Huge Amphibian Ship Flown By Lieut. Gorton.

Toledo, O, Times 1/27/29

WASHINGTON, Jan. 26.—(AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft Corp. of Buffalo. Lieut. A. W. Gorton, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

ARMY AND NAVY GET NEW PLANES

Cleveland-Plain Dealer 1/27/29

Former Draws First of 35 Bombers; Latter Obtains Giant Amphibian.

BY J. S. EDGERTON.

(Staff Correspondent Cleveland Plain Dealer and North American Newspaper Alliance.)

WASHINGTON, Jan. 26.—The largest amphibian plane in the world, and a new type of bombing plane with air-cooled motors which is to become the standard for the army air corps, were in the national capital today as vivid demonstrations of the latest in military airplane engineering.

The amphibian, constructed for the navy in accordance with the winning planes in the navy's flying boat competition held early last year, is convertible into a commercial transport plane having comfortable quarters for 32 passengers in a cabin 60 feet long.

The big amphibian is of the monoplane type, with a spread of 100 feet. It has two 430-horse power Wasp air-cooled motors and an emplacement for a third motor.

The ban of navy censorship has been clapped down as regards performance characteristics of the big ship. It was built by the Consolidated Aircraft Corp. at Buffalo and flown to this city for official test.

First of 35 Airships.

The army bomber is the first of 35 new planes of a type to be known as the "Panther." It carries 2,200 pounds of bombs, has a maximum speed of 128 miles an hour and a cruising range of six hours, with a full military load. It is a biplane with a span of 75 feet and is the first army bomber powered with air-cooled engines, having two 725-horse power radial motors.

The performance of this plane under actual flying conditions also remains unknown since it was completed only a few days ago and has had but one short test flight.

The bomber, a Keystone product, was designed to meet a need for sturdier bombing planes capable of carrying greater loads and attaining greater speed.

* * *

To meet the increasing demand for air mail and air transport service across the country, Representative Allen J. Furlow of Minnesota recently introduced in the House a bill to establish a new northern states transcontinental airway from New York City to Seattle, across New Jersey, Pennsylvania, Ohio, Indiana, Illinois, Wisconsin, Minnesota, North Dakota, Montana and Idaho. The route would be designated as the Wright Airway, in honor of Orville and Wilbur Wright, pioneer aviators.

(Copyright, 1929, by North American Newspaper Alliance)

A PIONEER IN A NEW TYPE DESIGNED TO COMPETE WITH EUROPEAN CONSTRUCTION: THE ADMIRAL, Which Can Be Converted Into a Thirty-two-Passenger Air Liner, at the Start of Its Recent Test by the Navy at the Air Station at Anacostia.
(Times Wide World Photos, Washington Bureau.)

Lack of Marine Airport May Cost Buffalo Two Big Seaplane Plants

If City Were to Have Launching Facilities, Consolidated Aircraft Corp. Would Build There, Says Fleet—Keys Cites Curtiss—Caproni Needs

Special to DAILY NEWS RECORD

Buffalo, Jan. 28. — Lack of a marine airport on the waterfront for seaplanes and amphibians may cost Buffalo two major industries for the production of seaplanes, it was said by Maj. Robert H. Fleet, president of the Consolidated Aircraft Corp., and C. Roy Keys, vice-president of the Curtiss Aeroplane & Motor Corp., both of which are planning new factories for manufacturing flying boats.

"Under existing conditions there is no place in Buffalo for launching the new type of flying boats we will produce for the navy and commercial transport companies," explained Major Fleet. "The giant amphibian we tested recently in Washington for the Navy Department cost us $10,000 to ship from Buffalo to Washington by rail.

"We could not get box cars large enough for some of the sections so we loaded these parts onto three flat cars and had to route them around the country to avoid bridges and tunnels. We also had to send 14 men along to assemble the ship before the navy test. Under these circumstances it would be impossible to build these planes at the local plant, but if there were facilities for launching seaplanes, the local plant would be enlarged to provide for their production here."

C. Roy Keys, of the Curtiss company, said that the giant flying boats to be produced in this country by the newly organized Curtiss-Caproni, Inc., also may be forced to construct its seaplane factory elsewhere because of lack of a marine airport. Mr. Keys says that naturally the company shows a preference for Buffalo because of the tremendous investment of the Curtiss interests in this city but, without a marine airport, there would be no facilities for testing the new planes or starting them into the air for delivery destinations. Only the largest size craft will be produced by Curtiss-Caproni, Inc.

Big Navy Amphibian Built With Cabin for 32 Passengers

Aeronautical Experts Are Stirred With Flying Grace of Big Bird.

(Associated Press.)

Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the Navy's flying boat competition, staged last year and won by the Consolidated Aircraft Corporation, of Buffalo. Lieut. A. W. Gordon, Navy pilot, who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia Naval Air Station prior to its acceptance by the Navy.

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by floating boat designers until the present ship was put in production. Although the Navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Capt. H. C. Richardson, who is considered a world authority on hulls. It is a new type, said to represent an advance over the type used on the Navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt & Whitney 400-horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Admiral William A. Moffett, chief of the Navy's Bureau of Aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the Navy's need for a fast plane capable of lifting great loads of bombs for patrol work, as well as an advance in equipment for commercial air transportation.

Naval Airplane Is Designed For 32 Passengers

Big Amphibian Represents Important Advance in Flying Boat Advancement

By William E. Berchtold.

WASHINGTON, Jan. 26—(AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

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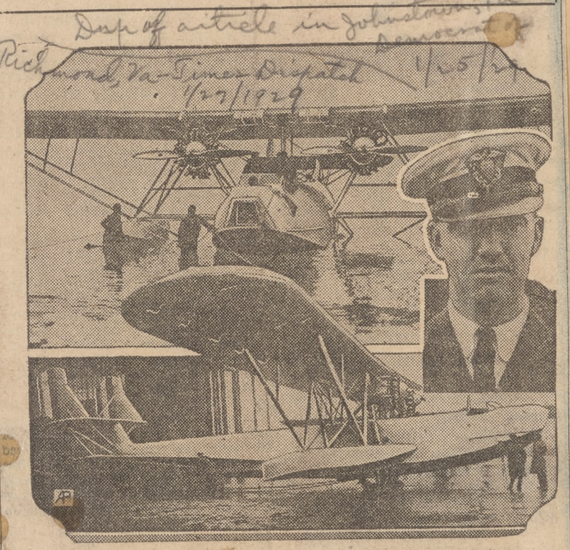
Navy's New Giant Amphibian—Capable of carrying thirty-two passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieutenant A. W. Gorton, navy pilot (inset), flew it on its initial trial.



TWO VIEWS OF THE NAVY'S NEW GIANT AMPHIBIAN AND LIEUT. A. W. GORTON, WHO FLEW IT ON THE INITIAL TRIAL.

The thirty-two-passenger amphibian of the United States Navy flies with the grace of a giant bird, an article by William E. Berchtold, aviation editor of the Associated Press, reports from Washington.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft Corporation of Buffalo. Lieut. A. W. Gorton, navy pilot, who flew it on its first trial, and a staff of experts now are putting the plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest centers around its potentialities as a commercial transport, as well as a naval patrol boat. The passenger compartment is sixty feet long. The navy does not plan to use it for a transport carrying a large number of passengers, but the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

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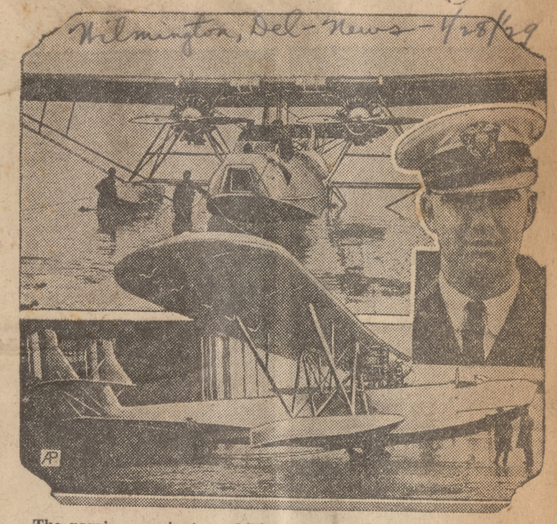

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(Associated Press Aviation Editor)

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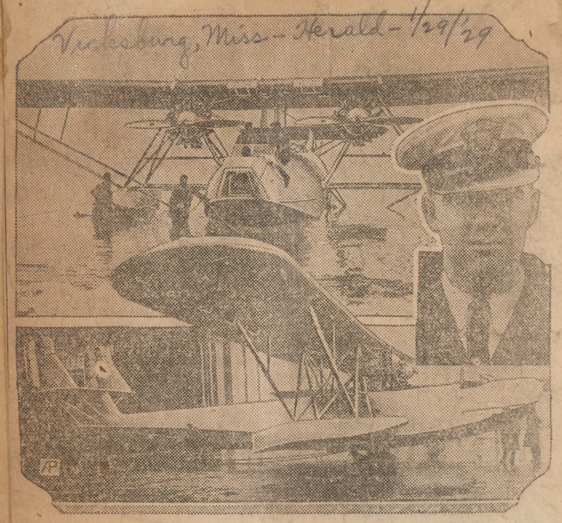
BIG NAVY AMPHIBIAN IS BUILT WITH CABIN FOR 32 PASSENGERS

Vicksburg, Miss - Herald - 1/29/29



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The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Captain H. C. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advance over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 11 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should

PLANS STOCK OFFERING

Pynchon & Co. May Market Consolidated Aircraft Shares.

Buffalo News — 1/30/29

NEW YORK, Jan. 30.—Pynchon & Co. are planning a public offering of 82,175 shares of no-par common stock of the Consolidated Aircraft corporatio which engages in the design, construction and sale of airplanes and no has a wide variety of different model on the market.

The corporations owns, except for few qualifying shares, Frontier Enterprises, Inc., which, through another wholly owned subsidiary, leases Consolidated's private airport, which is used as a base for sightseeing trips over Niagara Falls and as a training field for aviators. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near th city, including a factory site of acres.

Capitalization of the corporation co sists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the excepting of its first year, the corporation has not failed to earn a profit, and during the last two years its net earnings after all charges have amounted to approximately $1.50 per share on the outstanding stock. There are no bonds, notes, or other obligations except current bills, outstanding.

The purpose of the sale of this stock, according to a statement by the corporation, is to establish a broad national market for the securities as the future progress of the airplane industry will depnd to a large extent on the public opinion behind its growth and the participation of the public itself in the ownership of the individual companies.

Different models now being manufactured by the corporation include the Consolidated "Husky," a training plane, used by the government, the design and rights to which have been sold, but will, however, be manufactured temporaritly under a cost plus contract by Consolidated Aircraft; Consolidated "Admiral," a seaplane used by the Navy, and Consolidated "Husky Junior," a commercial and training and sports plane.

JAN 30 1929
Philadelphia - Public Ledger

Consolidated Aircraft

Pynchon & Co. are planning a public offering of 82,175 shares of no-par common stock of the Consolidated Aircraft Corporation, which engages in the design, construction and sale of airplanes. Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding.

JAN 30 1929
New York - Evening Sun

CONSOLIDATED AIRCRAFT.

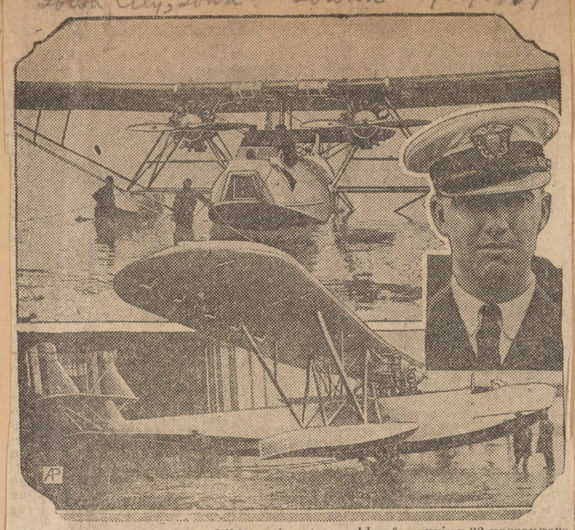
Pynchon & Co. are planning a public ofering of 82,175 shares of no par common stock of the Consolidated Aircraft Corporation which engages in the design, construction and sale of airplanes. Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding.

JAN 30 1929
Milwaukee - Sentinel

Pyncho... f no par value com... Aircraft cor... The company ... struction and ... ...idated ...ftmes ...s. con...

Big Navy Amphibian Built With Cabin for 32 Persons

Sioux City, Iowa - Tribune - 1/30/1929



The navy's new giant amphibian (above), capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieut. A. W. Gorton, navy pilot (inset), flew it on its initial trip.

WASHINGTON, Jan. 24 (AP) — Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers, has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won the Consolidated Aircraft corporation of Buffalo. Lieut. A. W. Gorton, navy pilot who flew it on first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Capt. H. C. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advance over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Admiral William A. Moffett, chief of the navy's bureau of aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work as well as an advance in equipment for commercial air transportation.

New York - Telegram
JAN 30 1929

Aircraft Offering.

Pynchon & Co. are planning public offering of 82,175 shares no par common of Consolidated Aircraft Corp., which engages in the design, construction and sale of airplanes. Capitalization of the corporation consists of 750,000 shares common, of which 550,000 shares will be outstanding.

INCORPORATIONS

Buffalo News

From the Albany Bureau of the BUFFALO EVENING NEWS.

ALBANY, Jan. 31.—The Niagara-from-the-Air company, of Buffalo, was incorporated Wednesday with the secretary of state to operate air ports. Capital, 1000 shares common. Stockholders—R. P. Ehlman, Buffalo; George Newman, Kenmore, and R. H. Fleet, Aberdeen, Washington.

JAN 30 1929
New York - World

Consolidated Aircraft Corporation through Pynchon & Co. will offer 82,175 no par common shares. Capitalization of the company, which engages in the design and construction of airplanes, consists of 750,000 common shares, of which 550,000 shares will be outstanding. Public offering will be for the purpose of broadening the market of the securities.

NEW YORK, N. Y.
Journal of Commerce
JAN 31 1929

Pynchon & Co. are offering today

(Continued on Eighth Page)
(Continued From SIXth Page)

82,175 shares of no par common stock of the Consolidated Aircraft Corporation priced at $25 per share. The corporation's activities embrace the design, construction and sale of airplanes as well as conducting a transportation department. The latter phase of the business is handled through a subsidiary, Frontier Enterprises, Inc., which through another wholly owned subsidiary, Niagara From-the-Air, Inc., leases Consolidated's private airport and uses it as a base for training aviators and conducting sightseeing trips over Niagara Falls. The corporation now has three plants in Buffalo and its own airport, comprising ninety acres near that city, including a factory site of twenty acres.

JAN 31 1929
Providence, R.I. Journal

Stock of National Industrial Bankers, Inc., a loan organization, is being offered in units of one common and one preference share, priced at $58 a unit. The offering totals 20,000 units.

Consolidated Aircraft Corporation of Buffalo is offering through a New York banking house 82,175 no par common shares, priced at $25 a share.

JAN 31 1929
New York World

Consolidated Aircraft Corporation, through Pynchon & Co., is offering 82,175 shares of no par common stock at $25 a share. The corporation is one of the most prominent in the industry and owns three plants in Buffalo. With the exception of its first year the corporation has not failed to earn a profit, and during the last two years earnings have been $1.50 a share. Capitalization consists of 750,000 shares of common stock of which 550,000 shares will be outstanding.

BUFFALO EVENING NEWS: W

Seaplane Base Is Selected During Flight

January 30, 1929.

—Evening News Staff Photo.

Members of the party that gathered at the Buffalo airport Wednesday for an airplane inspection trip of the harbor to view, from the air, the several sites suggested as suitable for a seaplane landing station, are, left to right: Lawrence D. Bell, sales manager, Consolidated Aircraft corporation; W. L. Yule of the Ford Motor company; E. J. Beach, assistant secretary of the Chamber of Commerce, who, incidentally, made his maiden flight; Dexter P. Rumsey, member of the Airport Advisory board; Airport Director Nathaniel E. Duffy; William T. Jebb Jr., chairman of the aeronautics committee of the Chamber of Commerce; Maj. Reuben H. Fleet, president of the Consolidated Aircraft corporation; Miss Lauretta Lederer, secretary to Maj. Fleet; Dennis W. Taylor, pilot of the Ford tri-motored plane in which the flight was made, and George E. Marlatt, Buffalo manager of the Ford airlines.

CONSOLIDATED AIRCRAFT CORP. STOCK OFFERED

Buffalo Express — 1/31/1929

Issue of 82,175 shares announced by Pynchon & Co. and M. & T.-Peoples Trust

Pynchon & Co. and the Manufacturers & Traders-Peoples Trust Company today announce an offering of 82,175 shares of no par common stock of the Consolidated Aircraft Corporation which engages in the design, construction and sale of airplanes and now has a wide variety of different models on the market. The corporation owns, except for a few qualifying shares, Frontier Enterprises, Inc., which through another wholly owned subsidiary, leases Consolidated's private airport, which is used as a base for sightseeing trips over Niagara Falls and a training field for aviators. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near that city, including a factory site of twenty acres.

Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and during the last two years its net earnings after all charges have amounted to approximately $1.50 per share on the outstanding stock. There are no bonds, notes or other obligations except current bills outstanding. The purpose of the sale of this stock, according to a statement by the corporation, is to establish a broad national market for the securities as the future progress of the airplane industry will depend to a large extent on the public opinion behind its growth, and the participation of the public itself in the ownership of the individual companies.

Different models now being manufactured by the corporation include the Consolidated Husky, a training plane, used by the government, the design and rights to which have been sold, but will, however, be manufactured temporarily under a cost plus contract by Consolidated Aircraft; Consolidated Admiral, a seaplane, used by the navy, and Consolidated Husky Junior, a commercial and training and sports plane.

The Consolidated Admiral is the first of a series of flying boats (all-metal except wing covering) for which the corporation expects to develop an increasing market both government and commercial and it will shortly be followed by the Commodore, which is purely a commercial type.

Wilmington, Del - News
JAN 31 1929

Consolidated Aircraft Corporation of Buffalo is offering through a New York banking house 82,175 no par common shares, priced at $25 a share.

Buffalo News — 1/31/29

AIRCRAFT SHARES OFFERED

Bankers Offer Capital Stock of Consolidated Company.

An offering of 82,175 shares of no par value common stock of the Consolidate Aircraft corporation, 2050 Elmwood avenue, was announced today by Pynchon & Co., New York and the Manufacturers & Traders-Peoples Trust company.

Application will be made to list the stock on one or more of the country's recognized security exchanges.

Net earnings on the stock during the last two years, after all charges, have amounted to approximately $1.50 per share. At present, there are no bonds, notes or other obligations, except current bills, outstanding on the company's books.

The corporation now has three Buffalo plants and its own airport, comprising an area of 90 acres, including a factory site of 20 acres.

Different models now being manufactured by the corporation include the Consolidated Husky, a training plane, used by the government, the design and rights to which have been sold, but will, however, be manufactured temporarily under a cost plus contract by Consolidated Aircraft; Consolidated Admiral, a seaplane, used by the navy, and Consolidated Husky Junior, a commercial and training and sports plane.

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JAN 31 1929
New York Times

Consolidated Aircraft Corporation.

Offering of an issue of 82,175 shares of Consolidated Aircraft Corporation

common stock of no par value will be made today by Pynchon & Co. at $25 a share. The activities of the company embrace the design, construction and sale of airplanes and the maintenance of a transportation department, the latter being handled by a subsidiary, Frontier Enterprises, Inc. The company has no funded debt.

Wall Street Journal
JAN 31 1929

Consolidated Aircraft Corp.

Pynchon & Co. are offering 82,175 shares of no par common stock of Consolidated Aircraft Corp. at $25 a share. Corporation is one of the most prominent units of the aviation industry and its activities embrace the design, construction, and sale of airplanes as well as transportation department.

CONSOLIDATED AIRCRAFT CORP. STOCK OFFERED

Buffalo Courier — 1/31/29

Issue of 82,175 shares announced by Pynchon & Co. and M. & T.-Peoples Trust

Pynchon & Co. and the Manufacturers & Traders-Peoples Trust Company today announce an offering of 82,175 shares of no par common stock of the Consolidated Aircraft Corporation which engages in the design, construction and sale of airplanes and now has a wide variety of different models on the market. The corporation owns, except for a few qualifying shares, Frontier Enterprises, Inc., which through another wholly owned subsidiary, leases Consolidated's private airport, which is used as a base for sightseeing trips over Niagara Falls and a training field for aviators. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near that city, including a factory site of twenty acres.

Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and during the last two years its net earnings after all charges have amounted to approximately $1.50 per share on the outstanding stock. There are no bonds, notes or other obligations except current bills outstanding. The purpose of the sale of this stock, according to a statement by the corporation, is to establish a broad national market for the securities as the future progress of the airplane industry will depend to a large extent on the public opinion behind its growth, and the participation of the public itself in the ownership of the individual companies.

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The Consolidated Admiral is the first of a series of flying boats (all-metal except wing covering) for which the corporation expects to develop an increasing market both government and commercial and it will shortly be followed by the Commodore, which is purely a commercial type.

Subscriptions having been received in excess of the amount of this offering, this advertisement appears as a matter of record only.

January 31, 1929.

Buffalo News 1/31/1929

82,175 Shares

Consolidated Aircraft Corporation

Common Stock

NO PAR VALUE

CAPITALIZATION

	Authorized	Outstanding
Common Stock, no par value.....	750,000 Shares	550,000 Shares

Transfer Agent: Guaranty Trust Company of New York — *Registrar:* Empire Trust Company, New York

Mr. R. H. Fleet, President of the Corporation, summarizes from his letter of January 28, 1929, as follows:

Company: Consolidated Aircraft Corporation was incorporated under the laws of Delaware in May, 1923, to engage in the design, construction and sale of airplanes. The Corporation owns entirely (except for 2 qualifying shares) Frontier Enterprises, Inc. (a new New York corporation) which, through the medium of another wholly-owned subsidiary, Niagara From-the-Air, Inc. (a New York corporation), leases Consolidated's private airport, and will operate therefrom Consolidated aircraft, on sight-seeing trips in the air over Niagara Falls, in the training of aviators, etc. The Corporation owns its own airport of 90 acres, near Buffalo, N. Y., which includes a factory site of 20 acres. It is operating in Buffalo three plants with a total floor area of 105,000 square feet, under favorable leases, with opportunity for ample expansion.

Business: Consolidated Aircraft Corporation has been designing and manufacturing the following types of airplanes (and spare parts therefor) for the customers indicated: *Consolidated "Husky"*, a training airplane which, with different features, is designated officially by the United States Government as follows: Army—PT-1, PT-2, PT-3, PT-3A; Navy—NY-1, NY-2, NY-3; National Guard—O-17. *Consolidated "Admiral"*, a seaworthy, long-distance, multi-engine flying boat for patrol duty by the United States Navy and designated by it "XPY-1". *Consolidated "Husky Junior"*, a commercial training and sport airplane, the design and rights to which have been sold, and the airplane re-named in honor of the founder of Consolidated Aircraft Corporation. It will, however, be manufactured temporarily under a cost-plus contract by Consolidated Aircraft Corporation. One or more of these types of airplanes are in current use by the following customers: U. S. Army Air Corps, N. S. Naval Air Service, U. S. Marine Corps, U. S. National Guard, U. S. Organized Reserves, U. S. Naval Reserves, Royal Canadian Flying Corps, Cuban Army Air Corps, Brazilian Army and Brazilian Navy, Peruvian Army and Siamese Air Corps. These types of aircraft have been flown more than 16,500,000 miles in the service of the United States alone, in which flying they have established an unsurpassed record for safety, durability and ease of maintenance. Consolidated airplanes are now located at more than one hundred forty places in the United States and are also in Canada, Cuba, South America and Asia.

Earnings: With the exception of its first year, Consolidated Aircraft Corporation has not failed to earn a profit and in the last two years its net earnings after all charges have amounted to approximately $1.50 per share on the present outstanding stock. Its products are giving universal satisfaction and its fine organization, factory facilities, and tooling equipment are such that it has been able and can continue to compete upon any basis with any competitor in the making and marketing of such aircraft.

Assets: All fixed assets of the Corporation have been suitably depreciated and cash and marketable securities are more than sufficient for the present requirements of the Corporation. There are no bonds, notes or other obligations (except current bills) outstanding.

Purpose: The present owners are convinced that all aviation companies must depend upon public support for their proper growth and development and that public participation in ownership with themselves is the best method of guaranteeing public support of an industry growing so rapidly. The purpose of this sale is, therefore, to establish a market for the stock, and application will be made to list it on one or more of the country's recognized security exchanges.

Management: The operation of the Corporation remains in the hands of the organization responsible for its successful development. This organization consists of men trained and experienced in all phases of design, manufacture and sale of aircraft. All officers, executives and more than fifty men employed in "key" positions by the company, have had more than ten years of aviation experience. The Directors of the Corporation are:

R. H. FLEET, *President, Consolidated Aircraft Corporation, Buffalo, N. Y.*

GEORGE M. PYNCHON, JR., *of Pynchon & Co., New York*

FRANCIS DEAN SCHNACKE, *of Craighead, Cowden, Smith & Schnacke, Dayton, Ohio*

PRESTON LOCKWOOD, *of Davisson & Manice, New York*

LAWRENCE D. BELL, *Vice-President, Consolidated Aircraft Corporation, Buffalo, N. Y.*

R. P. WHITMAN, *Consolidated Aircraft Corporation, Buffalo, N. Y.*

GEORGE NEWMAN, *Vice-President, Consolidated Aircraft Corporation, Buffalo, N. Y.*

This information, while not guaranteed, is taken from sources which we believe to be reliable.

All legal matters relating to the issuance of this stock have been passed upon by Messrs. Davisson & Manice, New York City, for the Bankers, and by Messrs. Craighead, Cowden, Smith & Schnacke, Dayton, Ohio, for the Corporation. It is expected that delivery of these shares in the first instance will be made in the form of temporary certificates. We offer this stock when, as and if received by us and subject to the approval of counsel and to prior sale.

This offering involves no new financing for the Corporation.

Price $25 per share

PYNCHON & CO. — MANUFACTURERS & TRADERS-PEOPLES TRUST CO.

Inspect Seaplane Port Sites From Air

Buffalo Courier 1/31/1929

A special committee yesterday inspected from the air five sites for the proposed seaplane landing station. The members who made the trip are, left to right: Lawrence D. Bell, sales manager, Consolidated Aircraft Corporation; W. L. Yule of the Ford Motor Company; E. J. Beach, assistant secretary of the Chamber of Commerce; Dexter P. Rumsey, member of the airport advisory board; Airport Director Nathaniel E. Duffy; William T. Jebb, Jr., chairman of the aeronautics committee of the Chamber of Commerce; Maj. Reuben H. Fleet, president of the Consolidated Aircraft Corporation; Miss Lauretta Lederer, secretary to Maj. Fleet; Dennis W. Taylor, pilot of the tri-motored plane in which the flight was made, and George E. Marlatt, Buffalo manager of the Ford airlines.

Group Favors Area At Foot of Hudson Street

Difficulties, however, may bar use of location approved by committee

An airplane ride over the harbor and river by those interested in the development of aviation and in the establishment of a port for seaplanes at Buffalo yesterday resulted in consensus of opinion that the port should be located on city-owned water front lands off the foot of Hudson street, but it appeared later that various difficulties might prevent use of this site.

Of five sites viewed from the air by a special committee, the site on lands included in the proposed municipal water front park development was hailed as a most likely location for a marine airport. Before reaching a definite verdict, however, the committee determined to make a further study. In view of statements made later by Maj. George H. Norton, former city engineer and engineer for the grade crossing commission, who is making a special study of the problem at the request of the Chamber of Commerce, it is not at all certain that that will be the location of the port.

Doubts Its Merit

Maj. Norton explained that even if obstacles, such as interference with a navigable government channel, were overcome, the site would not receive greater than a No. 3 rating as a seaplane port by the United States department of commerce. He is inclined to doubt availability of the site.

It appears that the federal department of commerce has established a rating for seaports for airplanes. In the first group are listed such ports as permit a sea runaway, 4,000 feet in length, in all directions. Admittedly there is no such site available in the vicinity of the city.

In the second class of rating are sites which have two runaways permitting planes to course 4,000 feet in one direction. These runways must be 600 feet wide. Studies made by Maj. Norton lead him to the belief that there are only two such sites available. He is not prepared to say that they are practical, from the viewpoint of flying because of the conditions of the wind and current, but they are ample from the angle of distance of runways alone.

Other Suggestions

These are a site outside the breakwater at the head of the Niagara River and opposite the proposed city water-front park lands and a site in the river off the Riverside park.

There are four sites which Maj. Norton believes might be classed by the government as class three rating seaports, requiring runways of 3,600 feet long. One is near the Canadian pool elevator, along the Hamburg turnpike, and is suggested only for temporary use.

A second is on government owned lands between the lighthouse and the foot of South Michigan avenue. Objection to this site is raised because vessels at all times of the year lie inside the breakwall and might interfere with the landing of seaplanes and because the city's plan to develop this property as moorage space for vessels.

The third site is at the southerly end of Grand Island, but this is viewed with favor because of the distance from the center part of the city and of the requirements for boats to bring passengers from seaplanes to the shore.

Georgia Street Site

The fourth possible site is one which seemed, from the air, to be highly regarded by aviation experts. This is on city-owned land extending south from the water filtration plant. The city planned to use the fill from the plant to the foot of Georgia street as a waterfront park. It is filled in to Pennsylvania street, which is about five blocks north of the southerly end of the proposed park.

Maj. Norton explained that it will be possible to lay out two runways of the third class as required by the department of commerce in this area providing the government does not raise objections. The landing place is inside the breakwater. In one section of the proposed site, the water is extremely shallow, rocks rising almost to the surface of the water. The government requires a depth of six feet. The biggest objection, however, is that one of the runways must cross the ship channel, outlined by government buoys and stakes, entering the so-called Black Rock harbor.

Land Inspection Next

It was because of unfamiliarity with the conditions that the special committee failed to arrive at a definite agreement after their inspection trip. Dexter P. Rumsey of the airport advisory council, Airport Director Nat E. Duffy, William T. Jebb, Jr., chairman of the aeronautical committee of the Chamber of Commerce, L. D. Bell, general sales manager of Consolidated Aircraft, all voiced a belief that the site seemed most satisfactory. But it was agreed to find out actual conditions by a land inspection before final decision was reached. This trip will probably be made on Friday.

In view of the explanation by Maj. Norton, the airport experts may be forced to abandon the idea of locating on the city-owned land. On the contrary, however, some agreement may be made with the government which would iron out the difficulties

The inspection tour was made in a tri-motor plane. The take-off was made shortly after the craft arrived from Detroit. It was used through the courtesy of W. L. Yule, manager of the Ford plant at Buffalo, and George A. Marlatt, operations manager of the Ford air lines. The pilot was Dennis Taylor. Mr. Rumsey was the only airport advisory council member aboard. One of the interested passengers was E. J. Beach, assistant secretary of the Chamber of Commerce.

Name Duffy Chairman

The first site inspected from the air was that near the Canadian Pool elevator. Then the plane swung northward, through swirling snow that at times obscured the earth, along the water front as far as one site near the Wheatfield farm which had been suggested as a possibility.

The aviation experts were highly enthusiastic about the site at the foot of Hudson street inside the breakwater and did not indicate what other site might be considered as suitable in the event that this cannot be used.

At the suggestion of Mr. Bell, Airport Director Duffy was named chairman of a committee to obtain data as to the depth of the water and other factors entering into use of the proposed site.

Another meeting of the airport advisory council was held yesterday afternoon at which a decision to urge the common council to purchase additional 36 acres of land was ratified. If the council agrees to buy this land, the airport board will recommend that the property be leased to aircraft manufacturing companies so that they may build their own hangars. The rental fees will be based upon the cost of buying and developing the land. It is not proposed to burden the companies with a share of the carrying charges for developing the entire airport of 518 acres.

JAN 31 1929 Buffalo News

AIRCRAFT SHARES OFFERED

Bankers Offer Capital Stock of Consolidated Company.

An offering of 82,175 shares of no par value common stock of the Consolidate Aircraft corporation, 2050 Elmwood avenue, was announced today by Pynchon & Co., New York and the Manufacturers & Traders-Peoples Trust company.

Application will be made to list the stock on one or more of the country's recognized security exchanges.

Net earnings on the stock during the last two years, after all charges, have amounted to approximately $1.50 per share. At present, there are no bonds, notes or other obligations, except current bills, outstanding on the company's books.

The corporation now has three Buffalo plants and its own airport, comprising an area of 90 acres, including a factory site of 20 acres.

Different models now being manufactured by the corporation include the Consolidated Husky, a training plane, used by the government, the design and rights to which have been sold, but will, however, be manufactured temporarily under a cost plus contract by Consolidated Aircraft; Consolidated Admiral, a seaplane, used by the navy, and Consolidated Husky Junior, a commercial and training and sports plane.

The Consolidated Admiral is the first of a series of flying boats (all-metal except wing covering) for which the corporation expects to develop an increasing market both government and commercial and it will shortly be followed by the Commodore, which is purely a commercial type.

New Financing Total Is Large

Springfield, Mass. 1/31/29

Approximately $50,000,000 Scheduled for Offering Today.

NEW YORK, Jan. 30—(AP) New stock and bond financing this week is nearing record proportions, with approximately $50,000,000 scheduled for offering tomorrow.

An issue of $35,000,000 convertible 5 per cent bonds for the Van Sweringen brothers' new holding company—Alleghany Corporation—heads the list.

Reliance Management Corporation, a supervisory investment trust management company, is marketing a new issue of 200,000 shares of its no par common stock at $30 a share. The common stock will be punior to $5,000,000 of 5 per cent debentures.

Stock of National Industrial Bankers, Inc., a loan organization, is being offered in units of one common and one preference share, priced at $58 a unit. The offering totals 20,000 units.

Consolidated Aircraft Corporation of Buffalo is offering through a New York banking house 82,175 no par common shares, priced at $25 a share.

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JAN 31 1929 Hartford, Conn. Courant

Consolidated Aircraft Corp.

Pychon & Co. are planning a public offering of 82,175 shares of no par common stock of the Consolidated Aircraft Corporation which engages in the design, construction and sale of airplanes and now has a wide variety of different models on the market. The corporation owns, except for a few qualifying shares, Frontier Enterprises, Inc., which, through another wholly owned subsidiary, leases Consolidated's private airport, which is used as a base for sightseeing trips over Niagara Falls and as a training field for aviators. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near that city, including a factory site of 20 acres. Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and during the last two years its net earnings after all charges have amounted to approximately $1.50 a share on the outstanding stock. There are no bonds, notes, or other obligations except current bills, outstanding.

JAN 31 1929 New York American

Plane Company Offering Today

PYNCHON & CO. are offering today 82,175 shares of no par common stock of the Consolidated Aircraft Corporation, priced at $25 per share. The corporation is one of the most prominent units of the aviation industry, its activities embracing the design, construction and sale of airplanes as well as conducting a transportation department.

NEW YORK EVE. SUN JAN 31 1929

CONSOLIDATED AIRCRAFT.

Pynchon & Co. sold today 82,175 shares of no par common stock of the Consolidated Aircraft Corporation priced at $25 a share. The corporation's activities embrace the design, construction and sale of airplanes as well as conducting a transportation department. Capitalization consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. The purpose of the sale of this stock, according to a statement by the corporation, is to establish a broad national market for the securities as the future progress of the airplane industry will depend to a large extent on the public opinion behind its growth.

New Financing Total Is Large

Springfield, Mass. 1/31/29

Approximately $50,000,000 Scheduled for Offering Today.

NEW YORK, Jan. 30—(AP) New stock and bond financing this week is nearing record proportions, with approximately $50,000,000 scheduled for offering tomorrow.

An issue of $35,000,000 convertible 5 per cent bonds for the Van Sweringen brothers' new holding company—Alleghany Corporation—heads the list.

Reliance Management Corporation, a supervisory investment trust management company, is marketing a new issue of 200,000 shares of its no par common stock at $30 a share. The common stock will be punior to $5,000,000 of 5 per cent debentures.

Stock of National Industrial Bankers, Inc., a loan organization, is being offered in units of one common and one preference share, priced at $58 a unit. The offering totals 20,000 units.

Consolidated Aircraft Corporation of Buffalo is offering through a New York banking house 82,175 no par common shares, priced at $25 a share.

Louisville, Ky. Times JAN 31 1929

New stock and bond financing this week is nearing record proportions, with approximately $50,000,000 offered today. An issue of $35,000,000 convertible 5 per cent bonds for the Van Sweringen brothers' new holding company, Allegheny Corporation, headed the list. Reliance Management Corporation, a new supervisory investment trust management company, is marketing a new issue of 200,000 shares of its no-par common stock at $30 a share. The common stock will be junior to $5,000,000 of 5 per cent debentures. Stock of National Industrial Bankers, Inc., a loan organization, is being offered in units of one common and one preferred share, priced at $58 a unit. The offering totals 20,000 units. Consolidated Aircraft Corporation of Buffalo is offering through a New York banking house 82,175 no-par common shares, priced at $25 a share.

Cleveland, O. Press 1/31/1929

Co., Inc. and Jackson, Storer & Schwab.

Consolidated Aircraft Corporation 82,-175 shares common stock of no par value. Priced at $25 per share. Offered by Pynchon & Co.

JAN 31 1929 Portland, Ore. Press-Herald

Securiety Offerings Today

New York, Jan. 30.—(AP)—New stock and bond financing this week is nearing record proportions, with approximately $50,000,000 scheduled for offering Thursday.

An issue of $35,000,000 convertible five per cent bonds for the Van Sweringen Brothers' new holding company—Alleghany Corporation, heads the list.

Reliance Management Corporation, a supervisory investment trust management company, is marketing a new issue of 200,000 shares of its no par common stock at $30 a share. The common stock will be junior to $5,000,000 of five per cent debentures.

Stock of National Industrial Bankers, Inc., a loan organization is being offered in units of one common and one preference share, priced at $58 a unit. This offering totals 20,000 units.

Consolidated Aircraft Corporation of Buffalo, is offering through a New York banking house 82,175 no par common shares, priced at $25 a share.

JAN 31 1929 Cleveland, O. News

CURRENT FINANCING

Pynchon & Co. are planning a public offering of 82,175 shares of no par common stock of Consolidated Aircraft Corporation which engages in the design, construction and sale of airplanes and now has a wide variety of different models on the market.

JAN 31 1929 Chicago Journal

Pynchon & Co. are offering 82,175 shares of no-par common stock of the Consolidated Aircraft corporation. The company operates three plants and owns an airport in Buffalo, N. Y.

AIRCRAFT STOCK OVER-SUBSCRIBED

Brooklyn Times 1/31/29

82,175 Shares of Consolidated Offered at $25 Each By Pynchon & Co.

Pynchon & Co. offered today 82,175 shares of no par common stock of the Consolidated Aircraft Corp. priced at $25 per share. The issue was quickly oversubscribed.

The corporation is one of the most prominent units of the aviation industry whose activities embrace the design, construction, and sale of airplanes as well as conducting a transportation department. The latter phase of the business is handled through a subsidiary, Frontier Enterprices, Inc., which, through another wholly owned subsidiary, Niagara From-the-Air, Inc., leases Consolidated's private airport and uses it as a base for training aviators and conducting sightseeing trips over Niagara Falls. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near that city, including a factory site of 20 acres.

Capitalization of the corporation consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and during the last two years its net earnings after all charges have amounted to approximately $1.50 per share on the outstanding stock.

There are no bonds, notes, or other obligations except current bills outstanding. The purpose of the sale of this stock, according to a statement by the corporation, is to establish a broad national market for the securities as the future progress of the airplane industry will depend to a large extent on the public opinion behind its growth, and the participation of the public itself in the ownership of the individual companies.

CONSOL. AIRCRAFTS OFFER SOLD COON AT $25 A COMMON SHARE

Corporation Designs, Constructs and Sells Airplanes, Besides Conducting Transportation Dept.

NY Evening Post 1/31/29

Pynchon & Co. sold today 82,175 shares of no par common stock of the Consolidated Aircraft Corporation, priced at $25 a share. The corporation's activities embrace the design, construction and sale of airplanes as well as conducting a transporation department through a subsidiary, Frontier Enterprices, Inc. This, through another wholly owned subsidiary, Niagara From-the-Air, Inc., leases Consolidated's private airport and uses it as a base for training aviators and conducting sightseeing trips over Niagara Falls. The corporation has three plants in Buffalo and its own airport, comprising ninety acres near that city, including a factory site of twenty acres.

Capitalization consists of 750,000 shares of common stock, of which 550,000 shares will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and in the last two years earnings after all charges amounted to approximately $1.50 a share on the outstanding stock. There are no bonds, notes or other obligations except current bills outstanding.

The purpose of the sale, the corporation announced, is to establish a broad national market for the securities, as the future of the airplane industry will depend to a large extent on the public opinion behind its growth and the participation of the public in the ownership of the individual companies.

JAN 31 1929
Pittsburg Press - 1/31/29

Consolidated Aircraft Corp.'s 82,175 shares common stock of no par value. Priced at $25 per share. Offered by Pynchon & Co.

Offering of a new issue of 42,000

JAN 31 1929
Brooklyn-Standard-Union

Consolidated Air Corp.

Consolidated Air Corporation, 82,175 shares common stock of no par value. Priced at $25 per share. Offered by Pynchon & Co.

N Y Post Jan 31

CONSOL. AIRCRAFT FLOTATION ON WAY

82,175 No Par Common to Be Sold to Broaden Share Market, It Is Said

NEWS AND NEW ISSUES

Pynchon & Co. are planning a public offering of 82,175 shares of no par common stock of the Consolidated Aircraft Corporation, which engages in the design, construction and sale of airplanes. The corporation owns, except for a few qualifying shares, Frontier Enterprises, Inc., which, through another wholly owned subsidiary, leases Consolidated's private airport, used as a base for sightseeing trips over Niagara Falls and as a training field for aviators. The corporation has three plants in Buffalo, and its own airport, comprising ninety acres near that city, including a factory site of twenty acres.

Capitalization consists of 750,000 shares of common stock, of which 550,000 will be outstanding. With the exception of its first year, the corporation has not failed to earn a profit, and in the last two years net earnings after all charges have amounted to approximately $1.50 a share on the outstanding stock. There are outstanding no bonds, notes, or other obligations except current bills. The sale, according to a statement by the corporation, is to establish a broad national market for the securities.

FEB 1 1929
St Paul, Minn-News

INVESTMENTS

Consolidated Aircraft Corp.

Pynchon & Co. are planning a public offering of 82,175 shares of no par common stock of the Consolidated Aircraft corporation which engages in the design, construction and sale of airplanes and now has a wide variety of different models on the market. The corporation owns, except for a few qualifying shares, Frontier Enterprises, Inc., which, through another wholly owned subsidiary, leases Consolidated's private airport, which is used as a base for sightseeing trips over Niagara Falls and as a training field for aviators. The corporation now has three plants in Buffalo, and its own airport comprising 90 acres near that city, including a factory site of 20 acres.

NEW ORLEANS, LA.
TRIBUNE
FEB 1 - 1929

Consolidated Air Aircraft corporation 82,175 shares common stock of no par value. Priced at $25 per share. Offered by Pynchon and Company.

BUFFALO TO CUBA

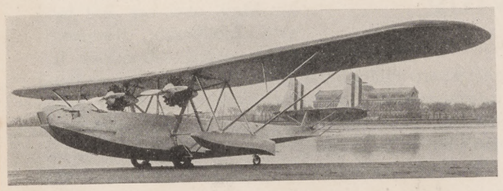
Above: The four Consolidated Primary Training Planes, lined up at the Consolidated Plant, for the take-off to Havana, Cuba. One of the pilots who sat at the controls when they left the factory at Buffalo, N. Y., was none other than our own "Jack" Hogdson, formerly of Brooks Field and the Air Corps Training Center.

Right: "Major" Fleet, of the Consolidated, who builds our training planes. The Major honors our station with a visit quite often, and it is rumored he will be with us again soon. .. We always look forward to a visit from Major Fleet. He usually tells us something we should know about these crates (when he isn't listening to something we think he should know about them.)

"MAJOR" FLEET

54 Western Flying FEB-1929

The Latest Airplanes *and* Accessories



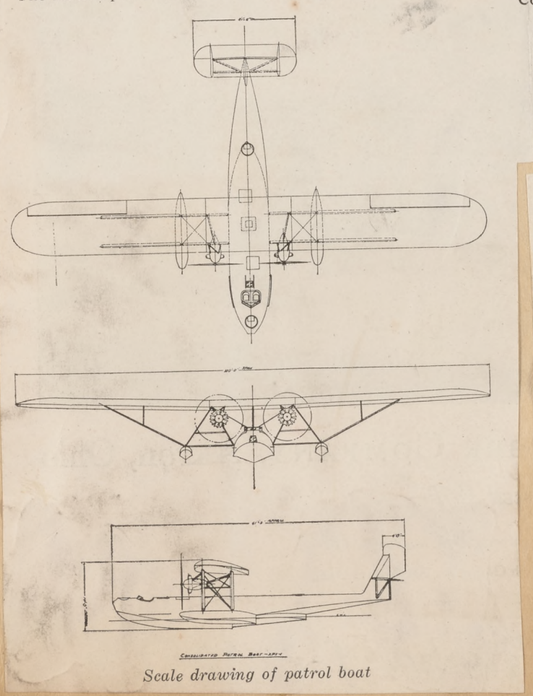
Navy Patrol Boat XPY-1 *2 P. & W. Wasps*

Navy Patrol Boat XPY-1

Consolidated Aircraft Corporation

Official flight tests were conducted in January of the new Navy Patrol Boat XPY-1, completed for the Navy by the Consolidated Aircraft Corporation, Buffalo, N. Y. With comparatively few changes, this boat is readily converted into a commercial transport with accommodations for 32 passengers, baggage, toilet and radio equipment.

The motive power of the XPY-1 is supplied by means of two Pratt & Whitney Wasps driving two 2-blade adjustable pitch propellers, 10 ft. 6 in. in diameter, carried in the nacelles underneath the wing. The center section structure is designed to take a third engine located on longitudinal center line above the wing.



Scale drawing of patrol boat

Specifications

Type: Triple float flying boat monoplane.
Dimensions: Length overall, 62 ft. Height overall, 15 ft. Wing span, 100 ft. Wing chord, 11 ft. 6 in.
Weights: Weight empty, 8,240 lbs. Normal gross weight, 13,500 lbs. Overload gross weight, 16,000 lbs. Wing loading (normal), 12 lbs. per sq. ft. Wing loading (overload), 14.4 lbs. per sq. ft. Power loading (normal), 15.3 lbs. per h.p. Power loading (overload), 18.2 lbs. per h.p.
Areas: Total wing area (including ailerons), 1,110 sq. ft. Stabilizer area, 81 sq. ft. Elevator, 54½ sq. ft. Fins (2), 25 sq. ft. Rudders (2), 46 sq. ft.
Power Plant: 2 P. & W. Wasps. Type, 9-cylinder, air-cooled, radial. Rated, 400 h.p. at 1900 r.p.m., each. Fuel, contained in tanks in hull and pumped to gravity tanks in leading edge of center section. Oil, carried in tanks located in center section over each engine nacelle.
Performance: High speed, 120 m.p.h. Take-off time, 30 sec. Climb (at sea level), 5,000 ft. in 10 min. Service ceiling, 12,000 ft.
Construction: Hull, 17-ST shapes arranged in trusses and floor frames covered with dural plating; divided into watertight compartments by bulkheads with water-tight doors and covers. Floats, 2 outboard pontoons located 14 ft. from hull center line. Wings and tail surfaces, extruded 17-ST spars, drag trusses and sheet dural ribs, fabric covered, externally braced; Goettingen 398 airfoil; balanced type ailerons operated by wheel control; externally braced monoplane stabilizer, single unbalanced elevator, twin fins and balanced rudders above stabilizer.

NEW YORK
WALL ST. NEWS
FEB 1 - 1929

OFFER CONSOLIDATED AIRCRAFT STOCK

Pynchon & Co. plan a public offering of 82,175 shares of common stock of the Consolidated Aircraft Corp. which makes a variety of airplanes now on the market. Capitalization of the company which is located in Buffalo consists of 750,000 authorized shares of which 550,000 will be outstanding. Net profits during the past two years after all charges have amounted to approximately $1.50 a common share. Principal models now made by the company are a training plane used by the government, a seaplane used by the navy and a combined commercial, training and sports plane.

CHICAGO
Journal of Commerce
FEB 1 - 1929

Consolidated Aircraft Stock Is Offered at $25 a Share

Distribution of a small block of common stock for the Consolidated Aircraft Corporation has been arranged by Pynchon and Company in the belief that public participation will stimulate interest in the industry. A total of 82,175 shares was made available at $25 a share and the advance subscription materially exceeded this amount. The company has outstanding 550,000 shares of no par common upon which earnings for the last two years have amounted to approximately $1.50 a share. Operations include the production and sale of airplanes in the several models. Through subsidiaries, a sightseeing trip business over Niagara Falls, and a training field for aviators is operated from a private airport near Buffalo where the company has three manufacturing plants.

CHICAGO ILL. JOUR OF COMMER
FRIDAY, FEBRUARY 1, 1929.

Consolidated Aircraft Stock Is Offered at $25 a Share

Distribution of a small block of common stock for the Consolidated Aircraft Corporation has been arranged by Pynchon and Company in the belief that public participation will stimulate interest in the industry. A total of 82,175 shares was made available at $25 a share and the advance subscription materially exceeded this amount. The company has outstanding 550,000 shares of no par common upon which earnings for the last two years have amounted to approximately $1.50 a share. Operations include the production and sale of airplanes in the several models. Through subsidiaries, a sightseeing trip business over Niagara Falls, and a training field for aviators is operated from a private airport near Buffalo where the company has three manufacturing plants.

6 Nation's Review — February 1929 N.

"ADMIRAL" FLYING BOAT BY CONSOLIDATED SUCCESSFULLY PASSES RIGID NAVY TEST

Ship Fine Tribute To Buffalo Air Institution

THE successful tests of the giant navy flying boat Admiral which were conducted by the Naval Air Station at Anacostia emphasize the great place this type of flying boat will take in the future life of the country.

The plan which is a product of the well known Consolidated Aircraft Corporation of Buffalo, New York, pioneer in the flying boat field, was designed to compete with European types. The results obtained through the tests are a fine tribute to the Consolidated Aircraft Corporation and the great progress to the aircraft industry, which they have contributed through the building of flying boats.

The boat is absolutely stable, has a wing spread of 100 feet and is 60 feet over all. It weighs 13,600 pounds with full load and has an excess carrying capacity of 2,400 pounds. In the test the craft exceeded the requirements laid down by the navy in respect to speed.

It is expected that an order for ships of the same design converted into thirty two passenger air liners will be placed with the Consolidated Aircraft Corporation at once by the Government, the placing of this order being contingent on the test, which was most successful.

The officials of the Consolidated Aircraft Corporation are very well known to the industry and in their pioneering efforts in the flying boat field which have resulted in such a successful outcome, they have been encouraged and supported by the entire industry, as well as the United States Navy.

In congratulating them on their creation of the flying boat which passed the Navy test and the fine success which they have achieved the editor of Nation's Review is voicing the sentiments of the entire aviation and business field and all who realize the great progress which this boat shows.

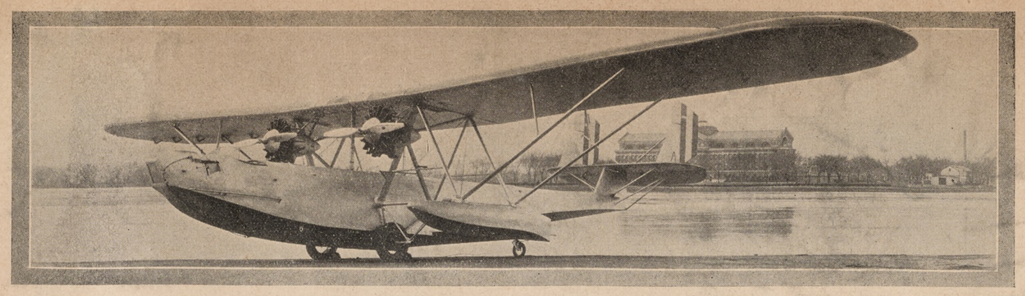
CINCINNATI
ENQUIRER
FEB 1 - 1929

Consolidated Aircraft Corporation no par common offered to the amount of 82,175 shares by Pynchon and Company, at 25.

NEW YORK, N. Y.
Wall Street Journal
FEB 1 - 1929

Consolidated Aircraft Corp.

Pynchon & Co. are offering 82,175 shares of no par common stock of Consolidated Aircraft Corp. at $25 a share. Corporation is one of the most prominent units of the aviation industry and its activities embrace the design, construction, and sale of airplanes as well as transportation department.



CONSOLIDATED XPY-1 PATROL BOAT

AS a result of a design competition open to the American industry, the Navy awarded the contract for XPY-1 Navy Patrol Boat to the Consolidated Aircraft Corporation. Actual construction commenced in January, 1928. The boat was completed and entirely assembled in the large Elmwood Avenue Plant No. 2, Buffalo, N. Y., in December, 1928. It was then disassembled, racked on three large flat cars and shipped by rail to the Navy Yard, Washington, D. C.

Arriving there on December 26, it was partially assembled, swung into Anacostia River by a huge locomotive crane, towed across to the Naval Air Station, Anacostia, D. C., and there completely assembled by January 10, 1929. Its demonstration flights were conducted by Consolidated Aircraft Corporation on that day and the next day, during the course of which it was demonstrated to the Navy's satisfaction that it exceeded all requirements.

With comparatively few changes, this boat is readily converted into a commercial transport. As a commercial craft, it incorporates provision for the seating of 32 persons comfortably, and includes the necessary baggage, toilet and radio compartments. The Navy in fostering this project, has aided in providing an ideal commercial transport to fill the need existent in the United States today.

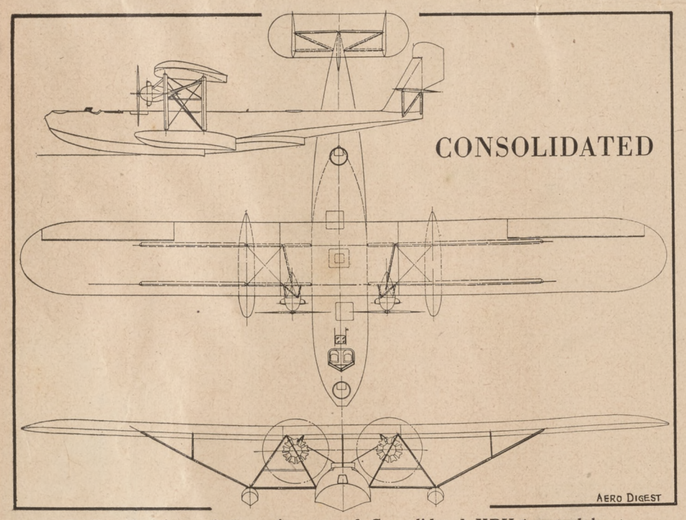
The XPY-1 in its preliminary flights indicated a high speed of approximately 120 m.p.h. With full military load, it took off in about 30 seconds and climbed more than 5000 feet in 10 minutes. Its service ceiling apparently will be almost 12,000 feet.

The hull lines were laid down by Captain H. C. Richardson of the Bureau of Aeronautics, one of the world's leading authorities on flying boat hulls. First flights show that the XPY-1 hull is more efficient than anything yet constructed. It is constructed of 17-ST shapes arranged in trusses and floor frames, covered by dural plating and is divided into a series of water-tight compartments by means of bulkheads provided with water-tight doors and covers. Lateral stability on the water is provided by two outboard floats located about 14 feet on each side of the hull center line. The flotation system is tied into the wing bracing so that while the overall span is large, the overhang at the wing tips is less than 1½ chord lengths.

The wings and tail surfaces consist of extruded 17-ST spars, drag trusses and sheet dural ribs, fabric covered. The wings are monoplane, externally braced and include a center section and 2 outboard panels. Their span is 100 feet, chord 11½ feet and aspect ratio 9. The airfoil used is the Goettingen 398 which affords the happy combination of maximum 1/d and proper spar depth for large span. The ailerons are of the balanced type, easy in operation through a wheel control and quite effective in lateral control.

The tail surfaces afford ample stability, directional and vertical control through the use of an externally braced monoplane stabilizer, single unbalanced elevator, and twin fins and balanced rudders above the stabilizer and elevator.

The motive power of the XPY-1 is supplied by two Pratt & Whitney geared Wasp engines, driving two 2-bladed adjustable pitch propellers, 10 feet 6 inches diameter, carried in nacelles located underneath the wing. The main fuel supply is contained in large tanks in the hull, from which it is pumped to gravity tanks located in the leading edge of the center section, near each engine. Oil is carried in tanks located in the center section over each engine nacelle. The center section structure is designed to take a third engine located on the longitudinal center line above the wing. If the boat were converted to commercial work, 3 engines would be installed to increase the power plant margin of safety. Flight tests showed that the propellers are clear of the spray thrown in planing prior to take-off. Incidentally, the hull lines are such that a remarkably small amount of spray is thrown, its planing being markedly clear. With 3 geared Wasps installed, the high speed of the Consolidated Patrol Boat is expected to surpass 135 m.p.h.



Outline drawings of the twin-motored Consolidated XPY-1 patrol boat

GENERAL DATA

Dimensions

Span	100 feet
Chord	11 feet 6 inches
Overall length	62 feet
Overall height	15 feet

Areas

Total wing, including ailerons	1,110 square feet
Stabilizer	81 square feet
Elevator	54½ square feet
Fins (two)	25 square feet

(*Continued on next page*)

(*Continued from preceding page*)

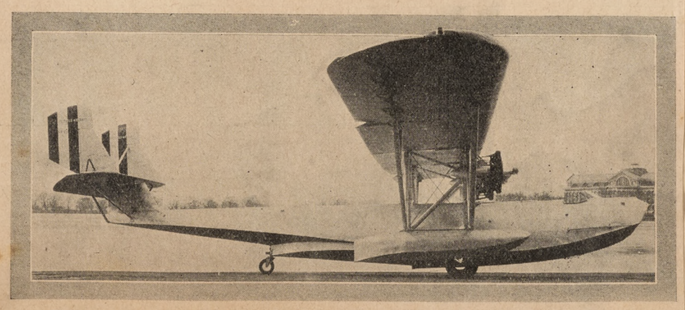
Rudders (two)	46 square feet

Weights

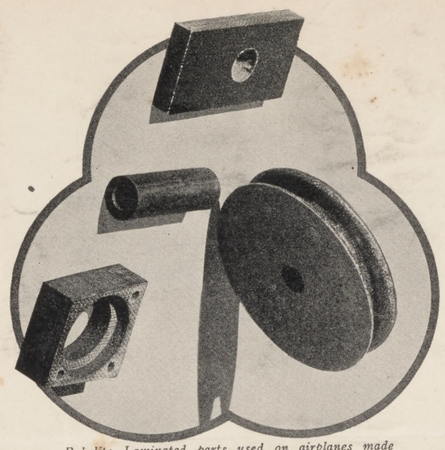
Weight empty	8,240 pounds
Normal gross weight	13,500 pounds
Overload gross weight	16,000 pounds

Loadings

Wing loading (normal)	12 pounds per square foot
Wing loading (overload)	14.4 pounds per square foot
Power loading (overload-2 engines)	15.3 pounds per h.p.
Power loading (overload-2 engines)	18.2 pounds per h.p.



Side view of the twin-motored Consolidated patrol flying boat, type XPY-1



Bakelite Laminated parts used on airplanes made by Consolidated Aircraft Corporation, Buffalo, N. Y.

Bakelite Laminated
for airplane parts
Light, Strong, Non-corrosive

VITAL parts of the standard training planes for both the Army and the Navy are made of Bakelite Laminated. Cable pulleys and guides and wing spar bearing spools must be light but very strong, must resist erosion and corrosion and be non-absorbent. For all of these parts Bakelite Laminated has replaced other materials.

On these same planes the engine mount shims are of Bakelite Laminated because it is not affected by gasoline or oil, and is non-hygroscopic. The properties that make Bakelite Laminated so valuable a material for airplane parts, make it equally desirable for many automotive applications.

Bakelite Laminated is available in sheets, tubes and rods and is sold under the following trade-names:

FIBROC PHENOLITE Spaulding BAKELITE
FORMICA Micarta Textolite Dilecto

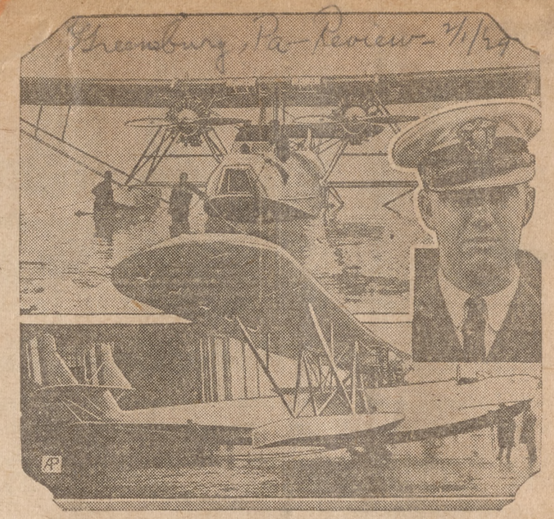
Manufacturers are invited to enlist the Cooperation of Bakelite Engineering Service

BAKELITE CORPORATION
247 Park Avenue...New York, N. Y.
Chicago Office...635 W. 22nd Street
BAKELITE CORP. OF CANADA, LTD.
163 Dufferin Street.....Toronto, Ontario

BAKELITE
THE MATERIAL OF A THOUSAND USES

Reprinted from AVIATION, January 26, 1929.

BIG NAVY AMPHIBIAN IS BUILT WITH CABIN FOR 32 PASSENGERS



The navy's new giant amphibian (above), capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieut. A. W. Gorton, navy pilot (inset), flew it on its initial trial.

By WILLIAM E. BERCHTOLD

Washington (*AP*)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft corporation of Buffalo. Lieut. A. W. Gordon, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Capt. H. C. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advence over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Adm. William A. Moffet, chief of the navy's bureau of aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work as well as an advance in equipment for commercial air transportation.

MILWAUKEE SENTINEL
FEB 1 - 1929

...mon & Co. plan public offering o... 82,175 shares of no par common stock o... the Consolidated Aircraft corporation whic... engages in the design, construction and sal... of airplanes. Capitalization of the cor... poration consists of 750,000 shares o... common, of which 550,000 shares will b... outstanding.

FEB 3 1929
Wichita-Kans-Beacon

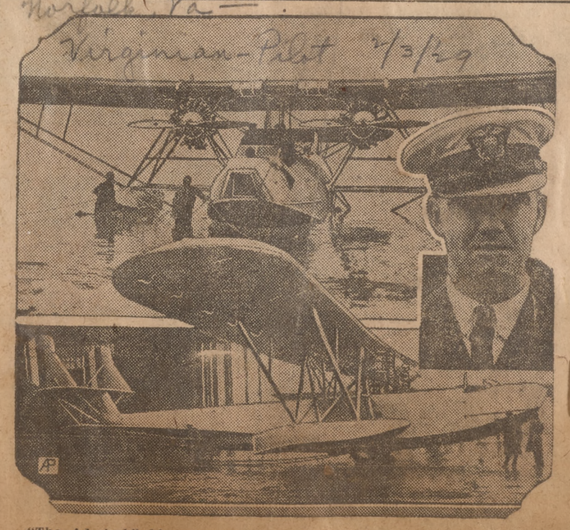
Patrol Flying Boat Proves Successful

Buffalo, N. Y., Feb. 2.—Successful tests of a new type of flying boat, manufactured in Buffalo, have just been made by naval officers at the United States Navy Yards in Washington, D. C., according to advices received by the Consolidated Aircraft Company, the manufacturer here. The ship is a huge all-metal-body monoplane with a wing spread of 100 feet and a length of 60 feet. It has a cruising radius of 3,000 miles.

In the event of acceptance of the model by the navy, orders for six more of the same type are expected. Final tests by the navy will take another month.

Navy's New Air Cruiser

Norfolk Va.
Virginian-Pilot 2/3/29



"The Admiral," biggest amphibian plane in the world, that is soon to visit the Hampton Roads Naval Air Station for a series of tests. (Inset) Lieut. A. W. Gorton, who is pilot of the plane.

Magic Falley Gazette 2/1/29

Airport Active

TONAWANDA March 1.—The Town of Tonawanda airport of the Consolidated Aircraft corporation on the Military road has been the scene this week of the greatest activity since the opening of the proving grounds last summer. There has not been a day this week that several machines have not been seen in the air over the airport or in the immediate vicinity, undergoing tests that they must withstand before being turned over to the consignee.

The activities this week have been due to tests to which nine standard training planes were subjected before being flown away to the training grounds of the United States navy. These planes have started on their way and others are to follow as soon as they have been put through their preliminary paces.

BIG PLANE SEATS 32 PASSENGERS

By WILLIAM E. BERCHTOLD
(Associated Press Aviation Editor)

WASHINGTON, (AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft corporation of Buffalo. Lieut. A. W. Gorton, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Plane Stirs Interest

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put inp roduction. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

Speed Unknown

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the island of the West Indies, Central and South America.

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TIME
CLEVELAND, OHIO
FEB 4 1929

Transport Planes

Last week Consolidated Aircraft Corp. of Buffalo delivered its first 32-passenger flying boat, the *Admiral*, to the Navy, whose men tried it out at once at Anacostia, D. C., and found it reliable.

The event was significant. In the present industrialization of aeronautics two factors have become highly important—private and commercial exploitation. Some two-score aircraft companies are making small planes for private gadabouting. Less than a dozen are important manufacturers of great planes capable of carrying pay passengers, express, mail. They are to flying what buses and trucks are to motoring. The greater their pay-load per trip, the greater their profits.

Huron A.-Times 2/5/29

Formation of a $500,000 corporation to promote flying in Cleveland was announced Tuesday by a group of Cleveland businessmen.

It will be known as the Cleveland Institute of Aviation.

The new corporation plans to build a $100,000 hangar, which will be the largest at the Cleveland port.

It is expected operation will be started between May 1 and May 15. It will be primarily a flying school. Taxi service and aerial photography will be provided.

The company also will be sales agents and distributors in Ohio for two plants, one of which will be the Husky Junior, made by Consolidated Aircraft Corporation of Buffalo. The other type has not been announced.

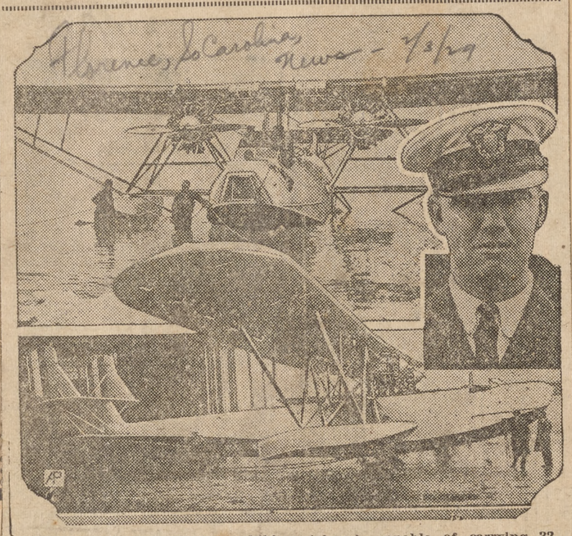
Navy Ship Seats 32 Passengers

Sacramento, Cal-Union - 2/3/29

The navy's new giant amphibian (above), capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieut. A. W. Gorton, navy pilot (inset), flew it on its initial trial.

Big Navy Amphibian Is Built With Cabin For 32 Passengers

Florence, S. Carolina News - 2/3/29



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By WILLIAM E. BERCHTOLD
Associated Press Aviation Editor

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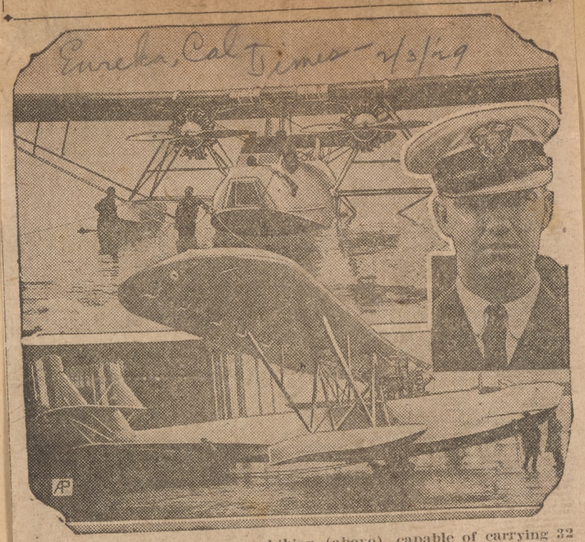
Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Adm. William A. Moffett, in equipment for commercial air nautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work as well as an advance chief of the navy's bureau of aerotransportation.

Big Navy Amphibian Is Built With Cabin for 32 Passengers

Eureka, Cal Times - 2/3/29



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TRIBUNE
LAWRENCE, MASS.
FEB 9 1929

was Boston.

* * *

A new navy airplane, "The Admiral" the latest addition to the U. S. naval air service, was built at an initial cost of $150,000. It has a carrying capacity of thirty-two passengers, including a crew of five which will consist of two pilots, a radio operator, a navigator, and a bomber and machine gunner. The Admiral has a wing spread of one hundred feet and with a full load will weigh thirteen thousand six hundred pounds. The new airplane has a cruising speed of 110 miles per hour and can attain a maximum of 135 miles an hour. This latest addition to the naval armament is part of the air service development which is now under progress in that department of the navy. The program includes the construction of several of these planes as well as many which will be devoted entirely to fighting purposes.

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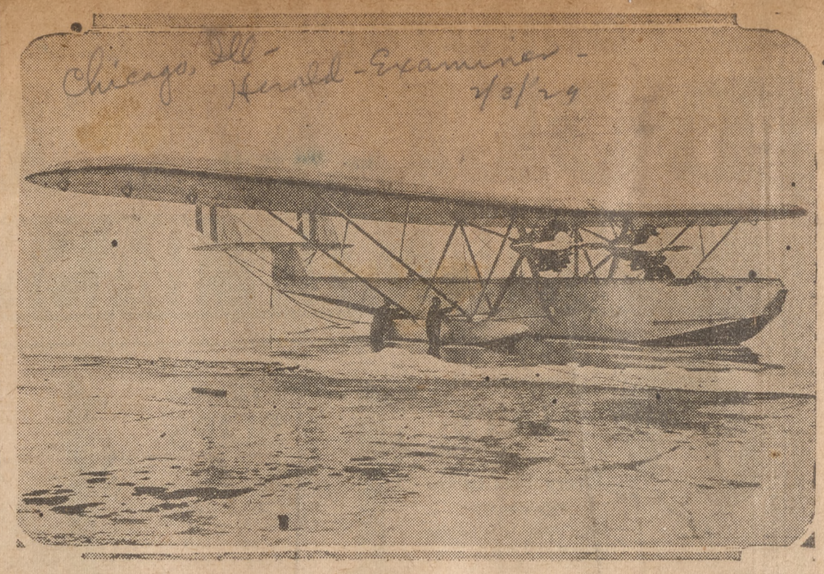
Chicago, Ill - Herald-Examiner - 2/3/29



The seaplane known as the XPY-1, said to be the largest airplane flying in the United States today, at the Anacostia Naval Air Station. It has a 100-foot wing spread and can carry thirty-two passengers.

The XYP-1 experimental flying boat, constructed in conformity with the winning design of last year's flying boat competition of the Navy Department is at the naval air station at Anacostia here for test and acceptance trials.

The seaplane, which is of a model plane type with metal hull., has two 430 horsepower Pratt-Whitney wasp engines, and a wing span of 100 feet. It can be used as a commercial transport plane, said naval officials, accommodating thirty-two passengers in a compartment sixty feet long.

The experimental flying boat was constructed by the Consolidated Aircraft Corporation of Buffalo.

INSTRUMENT FIRM GETS 2 BIG ORDERS

DAILY NEWS RECORD - FEB. 11

The Consolidated Instrument Company of America, Inc., announced today the adoption of their instruments as standard equipment for the entire 1929 airplane production of the Advance Aircraft Co., Troy, O., manufacturers of "Waco" planes, and the Consolidated Aircraft Co., Buffalo, manufacturers of "Husky" training planes.

With the closing of these two contracts, Consolidated instruments are now standard exclusive equipment for 20 of the major aircraft manufacturers of the country, according to J. Leopold, president.

The equipment to be furnished these two companies includes the following for each instrument board: Temperature and oil pressure gauges, altimeter, compasses and tachometer.

GIANT SEAPLANE TO FLY HERE FOR EXHAUSTIVE TEST

Newport News, Va. Times 2/4/29

Mammoth Navy Plane To Be Tested Here, Hull Designed by Capt. Holden C. Richardson, Trans-Atlantic Flier Who Was at One Time Naval Architect at Local Yard.

"The Admiral," largest flying boat of its kind in the world, is scheduled to fly from its hangar at Anacostia naval air station to Hampton Roads in the near future. The huge ship represents the winning design in a flying boat competition held by the United States navy last year. The ship will be brought here for exhaustive tests before being formally accepted by the navy flying service. The possibilities of the plane as a commercial transport ship as well as a naval patrol plane are creating wide interest.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Capt. Halden G. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advance over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Capt. Richardson was at one time stationed here and married Mrs. Margaret Jones Phillips, of Hampton.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Adm. William A. Moffet, chief of the navy's bureau of aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work as well as an advance in equipment for commericial air transportation.

Quincy, Mass—Patriot—Ledger
FEB 11 1929

MONSTER AIRPLANE, COSTING $150,000, ADDED TO U. S. NAVY

A new navy airplane, named the "Admiral," costing $150,00, and capable of carrying thirty-two passengers, is the latest addition to the aircraft of the navy. This air monster is good for one hundred thirty-five miles per hour, and has a cruising speed of one hundred ten miles per hour.

The "Admiral" has a wing spread of one hundred feet and with full load weighs thirteen thousand six hundred pounds.

The crew of five will consist of two pilots, a radio operator, a navigator, bomber and a mechanic gunner.

AMPHIBIAN PLANE SETS NEW RECORD DUE TO ITS SIZE

Fort Smith Ark
American 2/11/29

Development in Aviation Is Marked by Unusually Big Flying Boat

By WILLIAM E. BERCHTOLD

Washington, Feb. 10.—(AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft corporation of Buffalo. Lieutenant A. W. Gordon, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

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Plane Co. Prepares to Expand

New York Evening Post—2/11/29

Consolidated Aircraft Introduces Stock to Market to Keep Pace With the Industry

By WILLIAM RUSSELL WHITE

THE Consolidated Aircraft Corporation, which had been privately owned until its introduction to the public recently through the sale of about 82,000 shares, is one of the chief productive units of the industry. Its 1,000th airplane is soon to leave the Buffalo factory.

The company is engaged not only in the manufacture of various types of flying machines, but through subsidiaries operates a privately owned airport and sightseeing planes over Niagara Falls. It is engaged as well in training pilots. The company has grown, therefore, under the direction of R. H. Fleet, president, who has devoted many years to all branches of flying, into a well-rounded organization.

The company has outstanding 550,000 shares of an authorized issue of 750,000 of common stock. The stock recently sold to the public was purchased from stockholders and represented no new financing for the company.

Record of Earnings Shows Net of $1.50 a Share

One unusual feature of the company's introduction to financial markets is that it has a record of earnings to present. Not many airplane companies whose shares have been offered to the public can boast of a similar showing.

With the exception of its first year, Consolidated has not failed to earn a profit, and in the last two years its net earnings after all charges amounted to more than $1.50 a share on the present outstanding stock, according to the bankers.

Earnings last year showed considerable improvement over those for 1927, it is understood, despite the fact that costs of two new commercial models and a new flying boat were written off. Large sales are anticipated in the flying boat division, judging from the success of recent tests.

The purpose of the sale of stock, officers explained, was to prepare the company for eventual expansion with the industry's rapid strides. Through establishment of a market for the stock on recognized security exchanges, the company will become better known, will receive its share of public support and will establish a credit basis on which it may rely for future growth.

Products Used by Army and Navy With Favorable Results

Consolidated airplanes have been flown more than 16,500,000 miles in the service of the United States alone, and in this flying they are said to have established an unsurpassed record for safety, durability and ease of maintenance.

The company's customers include the army, the navy, the National Guard and a great many corporations and individuals, as well as several foreign governments. Its planes are located in almost 150 places in this country, as well as in points in Canada, Cuba, South America and Asia.

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A Real Airship

Wall Street Journal 2/14/29

Congratulations to Davis and Wilbur

Copyright, 1929, by New York Evening Journal, Inc.
Registered U. S. Patent Office.

Secretary Wilbur and Secretary Davis are to be congratulated on their encouragement of commercial airplane building. Particularly interesting is the development by the Navy of a giant flying boat built by the Consolidated Air Craft Corporation, of Buffalo, N. Y. That boat with one engine added and the fuselage slightly enlarged, could carry a crew of 4 and 32 passengers at a speed of 130 miles an hour.

NEW YORK, N. Y.
Wall Street Journal
FEB 14 1929

Consolidated Instrument Co.

The Consolidated Instrument Co. of America, Inc., announced adoption of their instruments as standard equipment for the entire 1929 airplane production of the Advance Aircraft Co., Troy, Ohio, manufacturers of "Waco" planes, and the Consolidated Aircraft Co., Buffalo.

NEW YORK
HERALD-TRIBUNE
FEB 16 1929

Empire Trust Company has been appointed registrar of the common capital stock of Consolidated Aircraft Corporation.

T. H. Blodgett, president of the American Chicle Company, announces that the directors have adopted a bond pension plan for the benefit of the employees of their Dentyne and Chiclet factories in Long Island City and their plans in Chicago and San Francisco.

NEW AMPHIBIAN PLANE CARRIES 32 PASSENGERS

2/15/29
Springfield, Mass—Union Evening

Winning Design in Navy's Flying Boat Contest Is Capable of Making 100 Miles an Hour.

WASHINGTON, Feb. 15—(AP) Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the Navy's flying boat competition staged last year and won by the Consolidated Aircraft Corporation of Buffalo. Lieut. A. W. Gorton, Navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia Naval Air Station prior to its acceptance by the Navy.

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The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see in it an important development which can be adapted to commercial use.

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Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt & Whitney 400-horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

PLANE CONCERN RESERVES SPACE IN CITY AIRPORT

Buffalo Evening News—2/20/29

Two New Municipal Hangars Will Go Forward, Despite the Council's Action Delaying Construction—Consolidated to Erect Plant in Field.

Construction of the two new municipal hangers at Buffalo airport will go forward despite the failure of the Common council and the Department of Public Works to observe all of the legal formalities in ordering the work done, it was announced Wednesday as the Consolidated Aircraft corporation submitted a request for the leasing of one site at the Genesee street field on which to build a structure for its operations and for space in one of the buildings the city will shortly erect.

The Consolidated corporation is expanding its operations and has announced the formation of a new airplane construction company to be known as the Fleet Aircraft, Inc., an organization authorized to manufacture the "Consolidated Husky" plane. The "Husky," an army patrol ship, has been renamed the "Fleet" in honor of Maj. Robert H. Fleet, president of the Consolidated corporation, it was reported by Ray P. Whitman, assistant to that official.

Work Delay Feared.

It was feared by Nathaniel E. Duffy, director of the airport, and others interested in the development of the field, that the failure of the city officials to publish a notice of intention to build two new hangars would delay by at least two weeks the erection of the buildings. Public Works Commissioner George F. Fisk stated Wednesday the Gilsam Construction corporation, which has the contract, would proceed with the work at once.

"It is not unusual for a contractor to go ahead with work, even though the formality of signing a contract is not observed," Commissioner Fisk said. "The Common council must serve notice of intention to proceed with the construction of the hangars before I can sign the contract. That will be done a week from Monday, March 4.

"In the meantime there is no reason why the Gilsam Construction corporation cannot fulfill its contract. I'll sign the document as soon as it is legally possible."

Project Progresses.

Commissioner Fisk was unable to state whether it was the fault of the Council that all of the legal formalities had not been observed when the question of building the hangars first came up.

Airport Director Duffy stated Wednesday that the action of the Common council in buying additional land for the port and in adopting a policy for the leasing of some of it on which manufacturers and operators of airplanes might build their own hangars already had begun to bear fruit.

"The Consolidated Aircraft corporation has leased one site of 200 square feet and has reserved space for four airplanes in one of the hangars the city is about to put up," Director Duffy said. "The corporation has agreed to lease the land for 25 years, as fixed by the Council, and has agreed to pay its portion of the cost of the improvements necessary to make it available.

"The purchase of the land at the southeastern corner of the airport was a ten-strike.

Space Is Provided.

"It gives us all the room we need for the extension of one of the runways, and provides us with land needed for a new hangar line, east of the present structures. That leaves all of the field, as originally planned, free of all structures and available for flying."

Maj. Fleet, president of the Consolidated Aircraft corporation, was in Washington, Wednesday, but left word before departing Tuesday night that he probably would return with an extensive governmental contract for new airplanes. These are expected to be made in Buffalo by the new subsidiary firm, Fleet Aircraft, Inc., it is stated.

The Consolidated company will continue to manufacture the "Fleet" under contract with the new concern until it is able to take over the work. One of the planes is being tested at the private airport in Military road, town of Tonawanda, this week, and will be shown at the aviation exhibit.

The Consolidated concern will continue to manufacture its other types of planes which include the "Courier," "Husky Jr." and the "Admiral," the first of which is being tested now by naval officials in the Potomac river near Washington. This type may be manufactured as a commercial craft as well as a naval patrol plane. A contract for several of the latter type depends upon successful completion of the tests.

NAVY AMPHIBIAN IS BUILT WITH CABIN FOR 32 PERSONS

Santa Cruz, Cal. Sentinel—2/10/29

Important Advance In Development of Flying Boats

By WILLIAM E. BERCHTOLD
(Associated Press Aviation Editor)

WASHINGTON, Feb. 8 (AP)—Flying with the grace of a giant bird a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

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High Speed

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Buffalo News—2/19/29

NAVY RENEWS TESTS WITH BUFFALO PLANE

From the Washington Bureau of the Buffalo Evening News.

WASHINGTON, Feb. 19.—Aided by several days of spring-like weather, the Navy Monday for the first time in more than two weeks was able to begin a series of tests to determine characteristics of the giant patrol boat "Admiral," built by the Consolidated Aircraft company of Buffalo.

The ship has a wing span of 100 feet, has an all-metal fuselage, and will carry 32 passengers. Built to accommodate three motors, it at present is equipped with two Pratt & Whitney Wasp engines.

BROOKLYN
TIMES
FEB 21 1929

CONSOLIDATED AIRCRAFT IS ADMITTED TO CURB

At a meeting yesterday, the Board of Governors of the New York Curb Market approved the application of the Consolidated Aircraft Corporation to list its capital stock on the New York Curb Market. It is understood that trading will start at 10:30 o'clock today.

The company has authorized 750,000 shares of no par common stock of which 550,000 shares are outstanding. There are no senior issues. A block of this stock was sold recently by Pynchon & Co.

The company is one of the few aircraft concerns that has shown a consistent record of earnings over a period of years. The company manufactures aeronautical, naval and marine instruments and instrument boards.

CONSOLIDATED SHARES ARE TRADED ON CURB

Daily News Record 2/23/29

Trading started Thursday on the New York Curb Market in shares of Consolidated Aircraft Corp. Initial quotation was at 33½ compared with the public offering price of 25. The company has authorized 750,000 shares of no par common stock, of which 550,000 shares are outstanding. There are no senior issues. Stock was marketed recently by Pynchon & Co. The stock is listed under the symbol CAN.

Buffalo News—2/21/29

CONSOLIDATED AIRCRAFT LISTED ON CURB MARKET

Trading in the common stock of the Consolidated Aircraft corporation, Buffalo, began today on the New York Curb exchange. The initial quotation was 33½. The company has authorized 750,000 no par value common shares of which 550,000 shares are outstanding.

BUFFALO TO BE SITE OF FLYING SCHOOL

Buffalo Evening News 2/20/29

Maj. Robert H. Fleet Announces Formation of Corporation.

A distinct stride toward Buffalo's goal of international leadership in the aviation industry is seen in the announcement by Maj. Robert H. Fleet, president of the Consolidated Aircraft corporation of America, of the formation here of the National Flying School, Inc., which plans to establish a country-wide chain of schools to teach flying.

The corporation is being financed entirely in Buffalo and initial paid-up capital amounts to $1,250,000. Maj. Fleet will head the new venture and will be assisted by Lieut. Leigh Wade, vice president of the Consolidated firm and their chief of flight testing.

Personnel of the board of directors of the new corporation follows:

Maj. Fleet, president of the Consolidated Aircraft corporation; George Newman, vice president of the Consolidated corporation; Lawrence D. Bell, general sales manager of the Consolidated corporation; Lewis G. Harriman, president of the Manufacturers' & Traders-Peoples' Trust company; Lieut. Leigh Wade, George P. Rea, vice president of the Manufacturers & Traders-Peoples' Trust company; Harley F. Drollinger, vice president of the Manufacturers & Traders-Peoples' Trust company, and Elbridge G. Spaulding, president of Spaulding, Hedstrom & Spaulding.

Rapid and gigantic expansion of the aviation industry has placed its future scope of growth beyond the realms of calculation, according to Maj. Fleet, and the demand for trained pilots, who earn from $3000 to $8000 a year, far exceeds the supply. Buffalo as headquarters of the new corporation is of importance, he declares, in attracting fliers and attention to Buffalo as a place which is rapidly taking national lead in the development of the industry.

MONOPLANE BUILT BY CONSOLIDATED MEETS NAVY TESTS

Daily News-Record 2/23/29

Admiral Sustains Its Full Load of 13,500 Pounds Running on One Motor

Special to DAILY NEWS RECORD

Buffalo, Feb. 22. — Maj. R. H. Fleet, president of the Consolidated Aircraft Corp., has received favorable reports from tests now being made by the Navy Department on the Potomac river of the giant patrol boat, Admiral, an all-metal monoplane equipped with two Pratt & Whitney Wasp motors.

With Lieut. W. G. Tomlinson of the naval flight test section at the controls, the Buffalo-made patrol plane sustained its full load of 13,500 pounds while running on but one motor. This was considered by the Navy Department to be a remarkable performance for such a large plane. The tests are being made to determine the speed of the motors and the action of the plane under various conditions. Mechanics frequently changed the pitch of the propeller blades in an attempt to lessen the revolutions per minute and synchronize the two motors.

The Admiral is housed at the Anacostia Naval Air station and it is expected that if the present tests prove successful, the Consolidated Aircraft Corp. will receive a large Government contract for similar planes. For comparative purposes the Navy is awaiting completion of a new naval patrol boat now under construction in the Government's own aircraft plant in Philadelphia. It is expected the new ship will be completed and ready for tests in June. It will bear the PN designation and although it will not be larger than the Consolidated's Admiral, it will be a much heavier ship.

Navy Big New Amphibian Will Carry 32 Passengers

The navy's new giant amphibian (above), capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieut. A. W. Gordon, navy pilot (inset), flew it on its initial trial.

BY WILLIAM E. BERCHTOLD,
(Associated Press Aviation Editor.)

WASHINGTON. (A. P.—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft corporation of Buffalo. Lieut. A. W. Gorton, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

Interest in the big plane centers around its potentialities as a commercial transport as well as a navy patrol flying boat.

The passenger compartment is 60 feet long, a length only dreamed about by flying boat designers until the present ship was put in production. Although the navy's use of the plane never would involve the use of the plane as a transport carrying a large number of persons, the designers and aeronautical experts see it in an important development which can be adapted to commercial use.

While the plane's speed will not be known definitely until the test flights here are completed, the designers say that preliminary tests convince them that it will have a higher speed for its load and size than any flying boat yet built.

If the big ship can maintain a cruising speed greater than 100 miles an hour with its full load of 32 passengers or their equivalent weight, it would be of great value on combined land and water hops such as must be made to the islands of the West Indies, Central and South America.

The plane's metal hull and wing tip floats were designed by Capt. H. C. Richardson, who is considered a world authority on hulls. It is a new type said to represent an advance over the type used on the navy's PN-11 and the NC-4, which crossed the Atlantic in 1919.

Its monoplane wing has a span of 100 feet, greater than any airplane now in use in the United States. It is powered with two Pratt and Whitney 400 horsepower engines and has an emplacement on the top of the wing for a third engine should greater power be deemed necessary.

Rear Adm. William A. Moffett, chief of the navy's bureau of aeronautics, under whose supervision the new ship was built, sees in the early flight tests the fulfillment of the navy's need for a fast plane capable of lifting great loads of bombs or patrol work as well as an advance in equipment for commercial air transportation.

BIG NAVY AMPHIBIAN TO CARRY 32 PASSENGERS

w Flying Boat, with Big Cabin, Stirs Curiosity of Aeronautical Experts and Aviation Enthusiasts.

Washington Post
1/4/29

Washington, Feb. 11.—(AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

It represents the winning design in the navy's flying boat competition staged last year and won by the Consolidated Aircraft corporation of Buffalo. Lieut. A. W. Gorton, navy pilot who flew it on its first trial, and a staff of experts now are putting the new land and water plane through its paces at the Anacostia naval air station prior to its acceptance by the navy.

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Fleet Aircraft Plans New Plant To Manufacture Husky Monoplane

Design and Rights Purchased From Consolidated — To Function as Separate Firm

Special to DAILY NEWS RECORD

Buffalo, Feb. 22. — Fleet Aircraft, Inc., announces the purchase of the design and manufacturing rights of the Husky monoplane from the Consolidated Aircraft Corp., of Buffalo, and will establish a new plant for the production of these machines. The company has awarded a contract for the manufacture of 110 machines with the Consolidated Aircraft Corp., and by the time these are delivered the new company expects to be on a production basis in its own plant.

Lawrence D. Bell, vice-president and general sales manager of the Consolidated Aircraft Corp., has been elected president and general manager of the new Fleet Aircraft, Inc., which has been incorporated under a Delaware charter with a nominal capitalization of 1,000 shares of no par value. Mr. Bell says the company is not yet ready to announce its capital structure nor the interests behind the new corporation.

Officers Elected.

Other officers elected by Fleet Aircraft, Inc., include Joseph M. Gwynn as vice-president and chief engineer and Thomas Kenny, secretary and treasurer. Mr. Gwynn formerly was project engineer for Consolidated Aircraft Corp., and Mr. Kenny also is secretary and treasurer of Consolidated. Mr. Bell, the new president, formerly was vice-president and general manager of the Glenn L. Martin Co., aircraft manufacturers of Cleveland, and has been associated with the Consolidated Aircraft Corp. for the last eight months.

Confirmation of the sale of the design and manufacturing rights of the Consolidated Husky by the Consolidated Aircraft Corp., to Fleet Aircraft, Inc., was obtained from Ray P. Whitman, assistant to Maj. Robert H. Fleet, president of Consolidated. He explained the new company will be a separate and distinct corporation and will not be operated as a subsidiary of the Consolidated.

Plane Is Renamed Fleet.

Mr. Bell told a correspondent of DAILY NEWS RECORD that the Consolidated Husky formerly produced by the Consolidated Aircraft Corp., has been renamed the Fleet in honor of Maj. Robert H. Fleet, president of the Consolidated company. It will be produced as a training and privately owned plane with a wing span of 28 feet, body length of 20 feet nine inches and stands seven feet 10 inches high. It will be powered with a 110 hour power, Warner Scarab seven-cylinder air-cooled motor. The plane has a normal cruising sped of 115 miles an hour.

"At least 500 of these planes will be built this year," explained Mr. Bell. "Already we have placed a contract with Consolidated Aircraft Corp. for the production of 110 planes of this type so that by the time this order is filled, we expect to be in production on a capacity basis in our new plant."

Several Sites Considered.

Mr. Bell said it has not been decided where the new plant will be built in Buffalo as several sites are under consideration. Although concentrating on the Fleet monoplane, the Fleet Aircraft, Inc., will conduct experimental work on new and improved types of aircraft which will be added to the company's line from time to time.

Mr. Whitman said that the Consolidated Aircraft Corp. will continue the production of the "Courier," "Husky, Jr." and the "Admiral," the latter being the new naval patrol plane now undergoing tests by the Navy Department on the Potomac river from the Anacosta Naval Air Station. Major Fleet, president of Consolidated, now is in Washington observing the tests and expects a large Government contract for planes of this type. The "Admiral" also will be developed as a commercial craft after the successful completition of the Government tests.

NEW YORK TIMES
26 FEBR. 1929

New Yorkers Buy Air-Chute Co.

BUFFALO, N. Y., Feb. 25 (AP).—The sale of the Irving Air-Chute Company, the biggest parachute manufactory in the world, at the reputed price of $4,000,000 to a group of New York financiers, was announced here today by George Waite, president and general manager. Leslie L. Irving will continue as vice president. The new board of directors, headed by Colonel L. J. Campbell of New York, will include Waite, Irving, General Mason M. Patrick, Major Robert H. Fleet of the Consolidated Aircraft Company of Buffalo and Casey Jones of the Curtiss Flying Service.

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Daily News Record

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7/23/29

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Daily News Record

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SHIPS OF 2 BUFFALO FIRMS GET U. S. TEST

General Airplanes Photographic Plane and Fleet Aircraft Trainer Pass

Special to DAILY NEWS RECORD

Buffalo, Feb. 27.—Successful tests under the supervision of aeronautic experts of the Department of Commerce have been made at the municipal airport of two new planes of General Airplanes Corp. and Fleet Aircraft, Inc. The former has successfully tested its new photographic plane and the latter its training plane known as the Fleet.

The Fleet is now being manufactured by the Consolidated Airplanes Corp., under contract for Fleet Aircraft, Inc., which soon will establish its own factory. The first 110 planes, however, will be made in the Military road plant of the Consolidated company of which Maj. Robert H. Fleet is president. These planes will be used by the National Flying Schools, Inc., which recently has been organized with a paid-in capitalization of $1,250,000 to establish a chain of flying schools in the larger cities of the country.

Motion pictures of the new photographic plane of the General Airplanes Corp. were made over Niagara Falls and the lower Niagara gorge by a news movie concern during its tests under Department of Commerce supervision. The plane was put through daring stunts by an experienced army pilot to determine its stability under almost every condition including the drop test, which was made at the airport.

Irving Air-Chute Firm Sold to N. Y. Financiers

Buffalo Times
1/25/29

Announcement was made here today of the sale to a group of New York financiers of the Irving Air-Chute Company, 372 Pearl, at a reported price of $4,000,000. George Waite is president and general manager of the new concern, and Leslie L. Irving, vice-president. Mr. Waite and Mr. Irving have been identified with the concern for the last ten years. Duncan McLeod will be secretary of the new firm.

Mr. Waite and Mr. Irving will be members of the board of directors, which will be headed by Col. L. J. Campbell of New York. Other members of the board are: Major Robert H. Fleet of the Consolidated Aircraft Co.; Casey Jones of the Curtiss Flying Service; Collin McLeod, Boston financier, and General Mason M. Patrick, former head of the United States air service.

It is reported that stock, which the new owners will put on the market this week in New York, Chicago and Boston at $25 par value has been more than subscribed. Mr. Waite said the company faces a prosperous outlook with contracts betwene thirty governments, besides large orders for commercial companies.

Flying School Chain Is Formed in Buffalo

Buffalo Times
7/24/29

Initial Capital $1,250,000; Major Fleet and Lieut. Wade, Famed Fliers to Have Actual Working Charge; Present Plan Calls for the Establishment of Schools in All Important U. S. Cities.

Buffalo has gained added impetus in its ambition to become one of the leading aviation centers of the world in the announcement by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America, of the formation here of the National Flying Schools, Inc., the purpose of which will be to conduct a nation-wide chain of schools to train persons to fly. The new corporation, destined eventually to be continental in scope, will be financed by Buffalo capital—the initial amount of paid-in capital being 1,250,000. The board of directors will comprise:

Major Fleet, founder and head of Consolidated Aircraft Corporation, also a director of the Manufacturers & Trades-Peoples Trust Company of Buffalo.

George Newman, vice-president of the Consolidated Aircraft Corporation of America.

Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation of America.

Lewis G. Herriman, president of the Manufacturers & Traders-Peoples Trust Company of Buffalo.

Leigh Wade, vice-president and chief of flight testing for Consolidated Aircraft Corporation.

G. P. Rea, vice-president of the Manufacturers & Traders-Peoples Trust Company.

H. F. Drollinger, vice-president of the Manufacturers & Traders-Peoples Trust Company.

E. G. Spaulding, president of Spaulding, Hedstrom & Spaulding, leading coal corporation.

Additional details of major importance to the aviation advancement of the city as well as to the expansion of the industry in the nation will be announced later.

Fleet's Long Experience.

Major Fleet entered the flying service of the army in 1917. He was No. 74 to receive his air pilot's commission. Later he was promoted until he became executive officer for the chief of aviation training for the United States army as well as officer-in-charge of the training of army corps pilots and aerial observers and officer-in? charge of the inauguration and operation of the United States aerial mail service. When the war closed, Major Fleet did not suspend his interest in flying activities, but was appointed contracting officer of the army air corps and business manager of its engineering division.

On November 30, 1922, after notable success, Major Fleet resigned from the army and directed his attention to building of aircraft. In 1923, he founded Consolidated Aircraft Corporation which moved from Rhode Island to Buffalo in 1924. As an evidence of the success with which the venture met, Consolidated Aircraft manufactured in Buffalo have already been flown more than 18,000,000 record miles by governmental authorities, which is more than four times the record of any other type of airplane since the World War, and yet, in all this flying there have been fewer casualties than in any other type of airplane with one-fourth as many hours of flying.

Success in Training.

Major Fleet's real distinction, however, has been gained in his success in superintending the training of aviators and the designing and building of aircraft for that purpose. Consolidated Aircraft are known the world over and are today being used in three continents.

As chief of flight testing for the Consolidated Aircraft Corporation, Lieut. Wade has proved invaluable in the exercise of the vast knowledge and experience he acquired as a regular army air corps officer during the war and as one of the four celebrated pilots chosen to participate in the memorable round-the-world flight.

Lieut. Wade's Career.

Lieut. Wade's career in the nation's military service has been marked with notable developments. Joining the National Guard of North Dakota in 1916, he answered his country's call and that year went with the North Dakota troops to the Mexican border. There he performed faithful and meritorious service and when the World War broke out he was transferred to the first officers' training camp. For four years he was one of

TO TRAIN PILOTS

LIEUT. WADE.

the chief testing pilots at McCook Field, Dayton, O., and then came the notable occasion on which he was chosen as one of the four pilots to make the famous round-the-world flight. For his participation in that notable achievement, Lieut. Wade was awarded several high honors, including the Distinguished Service Medal of the United States; the Order of the Rising Sun, conferred by the Emperor of Japan; the Legion of Honor of France conferred by the French government, and the degrees of Master of Science conferred by Tufts and Norwich colleges.

Lieut. Wade became associated with the Consolidated Aircraft Corporation of America in December, 1927. Almost immediately he was dispatched on a tour of South America demonstrating the merits of Consolidated Aircraft and Wright whirlwind engines.

With the location here of headquarters of the National Flying Schools, Inc., Buffalo will have another attraction for the airplane industry in general.

"To teach people to fly is the urgent need of the day," said President Harriman of the Manufacturers & Traders-Peoples Trust Company. "In locating its headquarters in this city, the National Flying Schools, Inc., is confirming the convictions of all citizens who wish to see Buffalo maintain its proper place in the air."

Need for Pilots.

With the tremendously rapid growth of the aviation industry at the start and the extent of its future expansion almost beyond calculation, the necessity for the instruction of persons to fly is apparent, it was pointed out. As the industry containes to grow there will be an increasing demand for pilots, Major Fleet said, men whose present salaries range from $3,000 to $8,000 a year.

The appeal of this opportunity to young men leaving high school, he pointed out, is becoming very large as compared to other trades, and from a purely material standpoint offers a magnetic impulse to the general public to learn to fly.

Major Fleet's program contemplated the establishment of schools in the principal cities and towns in the United States. In the promotion of the industry Major Fleet's personal contact with the Department of Commerce at Washington and his identification with the aviation industry in general will play an important role.

An inter-department committee has been formed in Washington to study the problem of the designation of airports of entry. Certain requirements probably will be established as necessary before an airport is eligible for nomination as a port of entry. A complete study of the direction of flow of international air commerce will be made, and designations will be made only where sufficient business indicates the necessity. More than a score of airports situated in all parts of the country are being considered.

Consolidated Flying Boat Tested by U. S. Navy

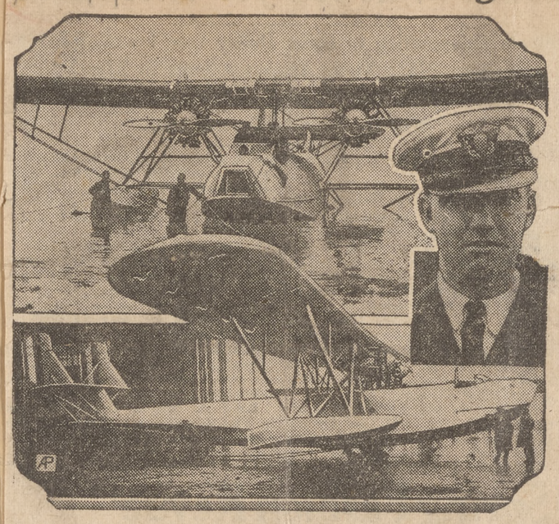
Daily News-Record 2/27/29

An experimental type of flying boat XPY-1, constructed by the Consolidated Aircraft Corp. of Buffalo, is at Anacostia for tests and acceptance trials. This seaplane is of a monoplane type with metal hull, has two 430 horse power. Pratt & Whitney Wasp engines, and emplacement for a third engine. Its wing span is 100 feet, and it has two Richardson type wing tip pontoons.

Contract for the plane was awarded Feb. 28, 1928, and the plane was flown for the first time at the Naval Air Station, Anacostia, Jan. 10, 1929. The plane was flown again Jan. 11, and is now being tried out by the Navy's Test Board at Anacostia. This flying boat can be converted into a commercial type transport and has a compartment 60 feet long, which will hold 32 passengers.

Big Navy Amphibian Is Built With Cabin For 32 Passengers

Elmira, NY Star 2/19/29



The Navy's new giant amphibian shown above, capable of carrying 32 passengers safely over land and water, is said by aeronautical experts to represent an important advance in the development of flying boats for military patrol purposes and regular commercial air transportation service. Lieutenant A. W. Gordon, Navy pilot, (inset), flew it on its trial flight.

By William E. Berchtold
(Associated Press Aviation Editor)

Washington, Feb. 19—(AP)—Flying with the grace of a giant bird, a new amphibian flying boat capable of carrying 32 passengers has stirred the curiosity of aeronautical experts and aviation enthusiasts alike.

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HAS HIGH SPEED

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SAN FRANCISCO NEWS
FEB 22 1929

FINE, IF YOU AREN'T TOO FAT

"A penny a pound" will be the aerial sight-seeing rate of the Consolidated Aircraft Corp., at San Leandro Airport Sunday. Bud Gunn, director of operations, is shown "weighing in" the Misses Darleen O'Day and Louis Fordham, entertainers at Marquard's Cafe, and they find they can both see the bay district [illegible]

$35,000,000 MERGER OF AVIATION FIRMS SEEN AS UNDER WAY

Daily News-Record 2/27/29

Formation of Aviation, Inc., Huge Corporation, Reported Coming Soon

LEHMAN TAKING PART

Banking Firm Admits Interest in Move — Others Mentioned Are Reticent

Formation of a $35,000,000 corporation, to be called Aviation, Inc., is projected at present, according to gossip finding its way into brokerage houses. Although a number of important aviation companies are reported to be interested in the plan, it was impossible yesterday to obtain informative statements from principals said to be conferring on the matter.

Much secrecy surrounds the report of the pending merger, and all mentioned in the proposed union were reluctant to discuss the subject in any way. That something is going on, however, is taken for granted in Wall Street, and conferences at unnamed meeting places are being held every day, it is said.

Western Air Express Mentioned.

Among the companies mentioned in the reported consolidation are the Western Air Express, a transport company whose stock has been rising steadily recently, and an organization headed by Harris M. Hanshue, James A. Talbot and other well known aeronautical factors; Universal Aviation Corp., the coordinating organization for the Robertson Aircraft Corp.; Universal Air Lines, Inc., Universal Air Lines System Terminal Co. and the Mid-Plane Sales & Transit Co., etc.; the Fairchild Aviation Corp.; Stearman Aircraft Co., of Wichita, Kan., and Consolidated Aircraft, of Buffalo.

In one quarter it is said that while the Consolidated figured in early conferences, it now is possible that this company will not participate in the proposed merger. Also mentioned in the report is William Cramp & Sons Ship and Engine Building Co., of Philadelphia. Still another shipbuilding company mentioned is the company which will be known after tomorrow as United Dry Docks, a union of several Brooklyn shipbuilding and dock concerns. At the offices of James Shewan, a company which is participating in the shipyard merger, it was said that nothing was known of the aviation angle.

An observer of the situation said that the sponsors of the move were possibly considering the Cramp company as affording facilities for both plane building and a marine base, also pointing out that the big Philadelphia shipbuilding properties are situated in a position strategic to Washington, inferring that the proposed consolidated companies will make a strong bid for Government wor.

L. H. Piper Makes Statement.

Practically everything concerning the reported merger was characterized as conjecture yesterday. L. H. Piper, president of the Universal Aviation Corp., made the following statement:

"It has been called to the attention of the management of the Universal Aviation Corp. that certain rumors have been circulated that this company has entered into an agreement for combination with another company or companies, and we feel it is necessary to deny that any such agreement has been made."

Among the brokerage houses said to be interested in the current merger plans are Lehman Bros.; Pynchon & Co.; Hitt, Farwell Co.; Harriman & Co., and possibly Hornblower & Weeks. Rumors had it that stock priced at $20 a share was to be issued when details are ironed out.

Lehman Bros. Interested.

A representative of Lehman Bros. yesterday said: "There is nothing to say other than that we are interested in the merger. It is too early to reveal the names of the companies involved, but the completed program, I believe, will be coming along very shortly."

It was also stated yesterday that the Fairchild Aviation Corp. had about completed negotiations for the purchase of the Kreider-Reisner Aircraft Co., of Hagerstown, Md.

A report that the Curtiss interests were negotiating for the purchase of the Cessna Aircraft Co., of Wichita, was said by officials to be without foundation. They thought that this report might have originated as a result of the recent deal whereby Curtiss Flying Service, Inc., becomes Cessna distributors in the United States and Canada.

FLEET'S VISIT HERE MAY BE ON MERGER

Daily News-Record 2/27/29

Maj. Robert H. Fleet, president of Consolidated Aircraft Corp., Buffalo, and a director of the Irving Air Chute Co., also of Buffalo, was in New York yesterday. His visit was interpreted variously. It was believed he was here either on a possible merger, or regarding the financing of the Irving company.

He was a visitor at the offices of Hornblower & Weeks yesterday morning. Hornblower & Weeks are among the bankers offering the new Irving stock.

FIVE BIDDERS FOR PANAMA-CHILE MAIL

Daily News-Record 2/1/29

Washington, Feb. 28.—Bid opened by Postmaster General New today for carrying mail on what is to be the longest air mail route in the world, from Cristobal, Canal Zone to Santiago, Chile, disclosed five bidders, one of which, unaccompanied by the required bond, was thrown out. The names of the bidders, and the amount bid were as follows:

Fred B. Arnold, Washington, (no bond) $1.98 per mile.

Tri-motor Safety Airways, Inc., New York, 12 Sikorsky planes; $1.95 per mile, plus 97.5 cents per pound per 1,000 miles for mail in excess of the 800 pound load limit.

Consolidated Aircraft Corp., Buffalo, 20 consolidated New York planes; $1.98 per mile, plus 99 cents per pound per thousand miles in excess of mail load.

Pan-American Grace Airways, Inc., New York, $1.80 per mile, plus 90 cents per pound per thousand miles.

American International Airways, Inc., New York, $1.44 per mile each way; plus 72 cents per pound per thousand miles.

Under the contract the postmaster general may call upon the contractor to extend the route over the Andes to Buenos Aires, Argentina, and Montevideo, Uruguay.

RIGHTS TO PLANE SOLD

Buffalo News 2/1/29

Corporation Formed to Manufacture "Husky Junior" Model Here.

The Fleet Aircraft corporation, a new Buffalo concern, headed by Lawrence D. Bell, has purchased the design and manufacturing rights of the Husky Junior airplane from the Consolidated Aircraft corporation, 2050 Elmwood avenue, it was announced Friday.

The model will be renamed Fleet as a tribute to its designer, Maj. Reuben H. Fleet, founder and president of the Consolidated corporation. The airplane will be manufactured in a modern plant to be especially built for that purpose, probably in Buffalo. Meanwhile, the Husky Junior will be built by the Consolidated corporation, the new concern having recently placed an order for 110 models.

AIRCRAFT SERVICE FOR PITTSBURGH PLANNED

Washington, Pa. - Observer 2/16/29

Certificate of Public Convenience Sought by Pittsburgh Air Transport Corporation—To Start with Four Planes.

Harrisburg, Feb. 15.—A new aircraft service for Pittsburgh is seen in the application of the Pittsburgh Air Transport corporation for a certificate of public convenience giving it the right to carry persons, freight, merchandise and other personal property on call and demand from and to airports in and around Allegheny county and other parts of Pennsylvania.

The company proposes to begin service with one Fairchild cabin monoplane, a Travelair, either a Fokker or Ford tri-motor transport monoplane, powered either with whirlwind or wasp engines as the company's experts may advise; and a training biplane, manufactured by the Consolidated Aircraft Co., of Buffalo, N. Y. At least $100,000 will be spent for equipment according to the application.

The planes will be operated from some suitable airport around Allegheny county and later from the city-county airport now being constructed at Pittsburgh, the application states.

Besides passenger and freight service, the company plans to operate planes for sight-seeing, student instruction and general commercial aircraft work.

The company is a subsidiary of the Pittsburgh Aviation Industries corporation which includes also a managing company and a financial company. Its authorized capital stock consists of 50,000 shares of no par value.

The company was incorporated under the name of the Pittsburgh Eastern Airlines.

CHAIN OF FLYING SCHOOLS TO BE SPREAD ACROSS U. S.

Times - Watertown, NY, 2/21/29

Buffalo, Feb. 21. (U.P.)—Announcement was made today that Buffalo will be the headquarters of the National Flying School, Inc., a corporation which will organize a nation-wide chain of schools to teach flying. The corporation will have an initial paid in capital of $1,250,000, according to Major R. H. Fleet, president of the Consolidated Aircraft Corporation and head of the new organization.

Lieutenant Leigh Wade, one of the four pilots to make the army round-the-world flight in 1924, will be on the board of directors. Wade is also identified with the consolidated concern.

PLAN FLYING SCHOOL HERE

Buffalo Times 2/21/29

Consolidated Aircraft Corporation to Establish in Buffalo

Another boost for Buffalo's stock as an airplane center was revealed yesterday in the announcement by Maj. R. H. Fleet, president of the Consolidated Aircraft Corporation of America, that the National Flying School, Inc., will be established here and will bring about the organization of a string of flying schools covering the nation.

Maj. Fleet will be at the head of the new corporation, assisted by Lieut. Leigh Wade as vice-president. Lieut. Wade was one of the army round-the-world fliers and is chief of flight testing for the Consolidated. The corporation will have an initial paid-in capital of $1,250,000 and will be financed locally.

"There is a tremendous demand for trained pilots—men who draw from $3,000 0to $8,000 a year," said Maj. Fleet. "The National Flying School, Inc., is formed to train pilots to meet that demand. We plan to do this in a sound and scientific way. Headquarters will be in Buffalo and we expect to establish branches in the principal cities and towns of the country."

Commenting on the new corporation, Lewis G. Harriman, president of the Manufacturers & Traders-Peoples Trust company, emphasized the fact that the National Flying School is helping to maintain the position it has begun to acquire in the lead of aviation.

The complete board of directors of the new instruction company:

Maj. R. H. Fleet, founder and head of the Consolidated Aircraft Corporation and director of the Manufacturers & Traders-Peoples Trust Company; George Newman, vice-president of the Consolidated Aircraft Corporation; Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers & Traders-Peoples Trust Company; Lieut. Leigh Wade; G. P. Rea, vice-president of the Manufacturers & Traders-Peoples Trust Company; H. F. Drollinger, vice-president of the Manufacturers & Traders-peoples Trust Company, and E. G. Spaulding, president of Spaulding, Hedstrom & Spaulding.

Jamestown NY - Post
FEB 22 1929

Monday morning.

Additional evidence of the rapid progress Buffalo is making in becoming a world center of aviation was made public Wednesday in an announcement by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America, of the formation there of the National Flying School, Inc., which will organibe a nationwide chain of schools to teach flying. The corporation will have an initial paid in capital of $1,250,000 and will be financed in Buffalo.

Transport Planes Times - 2/4/29

Last week Consolidated Aircraft Corp. of Buffalo delivered its first 32-passenger flying boat, the *Admiral*, to the Navy, whose men tried it out at once at Anacostia, D. C., and found it reliable.

The event was significant. In the present industrialization of aeronautics two factors have become highly important—private and commercial exploitation. Some two-score aircraft companies are making small planes for private gadabouting. Less than a dozen are important manufacturers of great planes capable of carrying pay passengers, express, mail. They are to flying what buses and trucks are to motoring. The greater their pay-load per trip, the greater their profits.

Fokker and Ford-Stout certainly have the lead in transport manufacture. Close to them is Loening, who makes amphibians. Another amphibian maker is Sikorsky, whose development has been retarded by constant experiments for new designs. Fokkers, Ford-Stouts, Loenings and Sikorskys carry usually a dozen passengers, or their weight-equivalent in freight. Boeing and Curtiss have big planes in trial.

Larger are the Keystone Patrician and the Chapman Airliner, both new developments. Each can carry 20 passengers and each shortly will make a transcontinental demonstration tour.

Largest of course is Consolidated's new *Admiral*. Its wing spread is 100 feet, its body 60 feet long. Its twin motors carried it last week at more than 100 miles per hour. Waiting as a reward for the Navy tests was a commercial order for Consolidated.

National Chain of Flying Schools Formed With Capital of $1,250,000

New York "News Record" 2/25/29

Fleet and Bell Announce New Venture — Branches in Larger Cities Planned

Special to DAILY NEWS RECORD

Buffalo, Feb. 24.—Major Robert H. Fleet, president of Consolidated Aircraft Corp., and Lawrence D. Bell, president of Fleet Aircraft, Inc., of Buffalo, announce the organization of the National Flying School, Inc., with an initial paid-in capital of $1,250,000, to establish a nationwide chain of flying schools.

Buffalo will be the headquarters of the new organization and branches will be established in the larger cities of the country. Locations will be chosen with a particular view of attracting students with a high school or college education. Mr. Fleet will be president of the National Flying School, Inc., and he will be assisted in the organization and management of the schools by Lieut. Leigh Wade, vice-president and chief of flight testing for Consolidated Aircraft Corp.

Prominent Men on Board.

Members of the board of directors of the National Flying School in addition to Messrs. Fleet, Bell and Wade include George Newman, vice-president of the Consolidated Aircraft Corp.; Lewis G. Harriman, president, Manufacturers & Traders-People's Trust Co., of Buffalo; G. P. Rea, vice-president of the bank; H. P. Drollinger, vice-president of the bank, and E. G. Spaulding, president, Spaulding, Hedstrom & Spaulding, Inc., Buffalo.

Major Fleet, who heads the new company, not only is a skilled flier but has had considerable experience in organizing and training pilots and has close personal contact with the department of commerce at Washington. Lieutenant Wade has a notable record in the Government air service. He was one of four army pilots chosen to make the Government round-the-world flight a few years ago and for four years was one of the chief testing pilots at McCook Field at Dayton. He became identified with Consolidated Aircraft Corp. in 1927.

Bell Heads New Fleet Firm.

Mr. Bell is president and general manager of Fleet Aircraft, Inc., a newly organized airplane manufacturing company in Buffalo and also was vice-president and general sales manager of the Consolidated Aircraft Corp. He formerly was vice-president and general manager of Glenn L. Martin Co., airplane manufacturers, of Cleveland.

Outlining the objects of the new organization, Major Fleet said the tremendously rapid growth of aviation makes the future expansion of the industry a matter almost beyond the scope of calculation. He says there is a rapidly increasing demand for trained pilots, men who now receive from $3,000 to $8,000 a year. Major Fleet says flying schools heretofore have been started and maintained in a haphazard manner and it is the object of the National Flying School, Inc., to place this form of instruction on a sound and scientific basis.

HANGAR SITE PICKED FOR CONSOLIDATED

Daily News-Record - NY 2/26/29

Space Also Reserved in Buffalo City Hangars for Four Planes

Buffalo, Feb. 25. — Consolidated Aircraft Corp., of Buffalo, has leased a site for the construction of a hangar on property acquired by the city adjoining the municipal airport and has reserved space for four planes in one of the two new hangars to be constructed by the city at a cost of $52,000 each, it was announced by Lieut. Nathaniel E. Duffy, airport director.

"The corporation has agreed to lease the land for a period of 25 years and also has agreed to pay its proportionate cost of new runways from the flying field to the property laid out for hangar and service building development," explained Lieutenant Duffy. "Several other companies including the Colonial Western Airways, Inc. and the Curtiss Flying Service, a subsidiary of the Curtiss Aeroplane & Motor Corp., of Buffalo, also have indicated their intention of applying for ground space in this new area adjoining the field for the construction of hangars, terminal buildings and shops."

FEB 26 1929

New York Times

New Yorkers Buy Air-Chute Co.

BUFFALO, N. Y., Feb. 25 (AP).—The sale of the Irving Air-Chute Company, the biggest parachute manufactory in the world, at the reputed price of $4,000,000 to a group of New York financiers, was announced here today by George Waite, president and general manager. Leslie L. Irving will continue as vice president. The new board of directors, headed by Colonel L. J. Campbell of New York, will include Waite, Irving, General Mason M. Patrick, Major Robert H. Fleet of the Consolidated Aircraft Company of Buffalo and Casey Jones of the Curtiss Flying Service.

National Chain of Flying Schools Formed With Capital of $1,250,000

Daily News Record-2/25/29

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$150,000,000 Loss in Risky Aviation Stocks Predicted

New York — Daily News Record — 2/26/29

That speculation in aviation stocks will cost the American public a loss of $150,000,000 this year was a statement made yesterday by an astute observer of the financial situation as it pertains to the aeronautical industries. The author of this statement, a pioneer pilot and an executive connected with the industry in various important capacities for the last several years, said that the "surface of the aviation stock market has not been scratched," and despite the seemingly active interest of the public in the market, wildcat schemes almost without number will make their appearance in the next few months, and cause the present interest in aeronautical stocks to seem like a ripple in a mill pond in comparison with the activities of the future.

"The public," this man said, "has only begun to open its eye to aviation stocks. To be sure, a lot of money already has been lost in this infant industry, but I predict that the current year will cause many regrets on the part of people who think that aeronautical stocks will enable them to get rich overnight.

Investing a Science in Itself.

"The business of investing in aviation securities is a science in itself. The temptations to take a chance are pronounced, and the inducements will become far more numerous as the year goes on. Nine out of 10, I might say, are speculating when they buy aviation stocks, and the reputable financial houses are so advising their clients when purchases are made.

"There are good substantial aviation companies that offer worth-while attractions for investments, and these companies, through good management and good, practical equipment, are going right ahead all the time. If the public would analyze the managements of the companies in which it plans to invest, a great many sure thing losses would be averted, but in the urge to make quick money and plenty of it, I am afraid this factor will not be sufficiently studied by the speculator, with consequent loss to him.

"For my own part, I have put every dollar I have right into aviation stocks, and my assets show a 50 per cent increase over this time of a year ago. In no case, however, have I invested in individual companies; rather I have put my money into well managed holding companies which specialize in the aviation industry. I have confidence in the management of these companies, and am content to let my money ride along with the students of the inner workings of the business. Besides, I am too much on my own to follow the ticker all day long.

"I look for possibly 500 reorganizations among the airplane and accessory manufacturers this year. Too many are skating on thin ice right now, and the weeding out process will set in with a vengeance this year. From the standpoint of the investor, the industry has a great future, but caution should be the watchword for a long time to come. The immediate future augurs well, I believe, and, providing there is no change in the rediscount rate, I feel that the values of aeronautical companies will show a healthy rise within the next month."

$35,000,000 MERGER OF AVIATION FIRMS SEEN AS UNDER WAY

New York — Daily News Record — 2/27/29

Formation of Aviation, Inc., Huge Corporation, Reported Coming Soon

LEHMAN TAKING PART

Banking Firm Admits Interest in Move — Others Mentioned Are Reticent

Formation of a $35,000,000 corporation, to be called Aviation, Inc., is projected at present, according to gossip finding its way into brokerage houses. Although a number of important aviation companies are reported to be interested in the plan, it was impossible yesterday to obtain informative statements from principals said to be conferring on the matter.

Much secrecy surrounds the report of the pending merger, and all mentioned in the proposed union were reluctant to discuss the subject in any way. That something is going on, however, is taken for granted in Wall Street, and conferences at unnamed meeting places are being held every day, it is said.

Western Air Express Mentioned.

Among the companies mentioned in the reported consolidation are the Western Air Express, a transport company whose stock has been rising steadily recently, and an organization headed by Harris M. Hanshue, James A. Talbot and other well known aeronautical factors; Universal Aviation Corp., the coordinating organization for the Robertson Aircraft Corp.; Universal Air Lines, Inc., Universal Air Lines System Terminal Co. and the Mid-Plane Sales & Transit Co., etc.; the Fairchild Aviation Corp.; Stearman Aircraft Co., of Wichita, Kan., and Consolidated Aircraft, of Buffalo.

In one quarter it is said that while the Consolidated figured in early conferences, it now is possible that this company will not participate in the proposed merger. Also mentioned in the report is William Cramp & Sons Ship and Engine Building Co., of Philadelphia. Still another shipbuilding company mentioned is the company which will be known after tomorrow as United Dry Docks, a union of several Brooklyn shipbuilding and dock concerns. At the offices of James Shewan, a company which is participating in the shipyard merger, it was said that nothing was known of the aviation angle.

An observer of the situation said that the sponsors of the move were possibly considering the Cramp company as affording facilities for both plane building and a marine base, also pointing out that the big Philadelphia shipbuilding properties are situated in a position strategic to Washington, inferring that the proposed consolidated companies will make a strong bid for Government work.

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YONKERS, N. Y.

Herald

(2) MAR 1 1929

NEW FLYING SCHOOL STARTED IN BUFFALO

Buffalo, N. Y., March 1 (AP)—Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America.

The new corporation, according to Major Fleet, will be financed by Buffalo capital, with the initial amount paid in fixed at $1,250,000, and will operate a nation-wide chain of schools for the instruction of would-be aviators.

The board of directors is composed of Major Fleet, George Newman, vice-president; and Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers and Traders Peoples' Trust Company; Lehigh Wade, C. P. Rea, H. F. Drollinger and E. G. Spaulding, all of Buffalo.

4 Bidders Seek Panama - Chile Air-Mail Route

NY-Herald-Tribune 3/1/29

American International Airways, Inc., is Low; Plans Will Save 2 Weeks' Time

To Operate Both Ways

Figures Are Based Upon Normal 800-Pound Load

From the Herald Tribune Washington Bureau

WASHINGTON, Feb. 28.—The American-International Airways Corporation of New York City was low bidder among four air transport companies whose bids to carry United States mail between Cristobal, Canal Zone, and Santiago, Chile, were opened to-day at the Postoffice Department. The contract will not be awarded until the bids have been investigated by the department.

The American-International bid was $1.40 a mile for a load of 800 pounds. The Pan-American Airways Corporation of New York City bid $1.80 a mile, the Consolidated Aircraft Corporation of Buffalo, $1.98; the Tri-Motor Safety Airways Corporation, $1.95, and Fred B. Arnold, of Washington, $1.98. Service is to start April 1 with flights three times a week.

Montgomery Heads Company

The American- International Corporation is a newly organized air transport company of which Captain John K. Montgomery, of New York, is president.

The route, when it is opened, will form an important link in the longest air mail route in the world, extending from New York City to Santiago, a distance of 6,000 miles. It will save two weeks in the time now required to transport a letter from New York City to Santiago.

Leaving Cristobal, the planes will touch at Buenaventura and Tumaco, Colombia; Esmaraldas and Guayaquil, Ecuador, Talara, Truxillo, Lima, Lomas and Mollendo, Peru; Arica, Iquique and Antofagasta, Caldera, and Coquimbo to Santiago, Chile. The distance from Cristobal to Santiago is 3,400 miles.

Service Extension Provided

The contract will provide that the service may be extended at the option of the Postmaster General to Buenos Ayres, Argentina, and Montevideo, Uruguay, and return. The specified load is 800 pounds a trip and any excess will be carried at pound rates.

The project is one to which the Coolidge Administration has given its approval, and President-elect Hoover has expressed his deep interest in it. The Postoffice Department believes that the line will satisfy the demand for passenger transportation between the North American and the South American continents, and that it may prove a satisfactory substitute for the international railroad which has been agitated for years. In addition, it will provide a method for rapid transportation of invoices and other important banking paper.

N.Y. Times 3/1/29

LINDBERGH TAKES UP FIANCEE THREE TIMES DESPITE HIS INJURIES

Borrows a Plane and Manages Controls Easily With Only His Left Hand.

TEST OF HER FLYING MORALE

Miss Morrow Nervous at First, but Her Concern Quickly Gives Way to Smiles.

FATHER SILENT ON 'MISHAP'

But He Is Greatly Impressed by Accounts of Colonel's Skill in Landing Broken Plane.

Special Cable to THE NEW YORK TIMES.

MEXICO CITY, Feb. 28.—Undaunted by yesterday's "mishap," as he described the accident at Valbuena flying field in which he and his fiancée, Miss Anne Spencer Morrow, narrowly escaped serious injury or death when their plane overturned while making a one-wheel landing, Colonel Lindbergh was back at the flying field with Miss Morrow bright and early this morning, and before noon had made three short flights in a borrowed two-passenger biplane.

Whether Miss Morrow insisted upon accompanying him, or whether the Colonel prescribed the Army Air Service remedy for shaken confidence—that is, to send a flier who has crashed back into the air as soon after the accident as possible—could not be ascertained. But in either case Miss Morrow flew with her fiancé in all three flights.

Although forced to handle the "stick" with his left hand, his injured right shoulder and arm being encased in bandages, Colonel Lindbergh handled the strange plane with perfect ease and assurance. The injury had not prevented him from driving his fiancée to the field in one of the embassy cars.

Wreck of Other Plane Inspected.

The first thing the Colonel and Miss Morrow did on reaching the field was to inspect the wreckage of the Lindbergh plane, which lay on its back in the middle of the field. Then, accompanied by a group of Mexican Army officers, they began making the rounds of the hangars to find a plane for the Colonel to fly.

At last, in one of the hangars, they discovered a small yellow biplane, a two-seater affair with open cockpits and the name "Fleet" painted in bold letters on the side. Colonel Lindbergh inspected it and at his request the officers ordered the plane wheeled into the field.

Two mechanics got the motor started while the Colonel removed the coat and vest of his gray business suit. Because of the bandages encasing his injured shoulder, he wore no collar or tie. He donned a flying helmet and goggles and climbed into the plane while a pilot familiar with the handling of the ship began to explain the fine points of it to him.

She Appears Slightly Nervous.

Meanwhile Miss Morrow had donned a flying suit over her blue skirt and red sports coat and exchanged her close-fitting hat for a helmet and goggles. Then she climbed into the seat behind her fiancé. She appeared slightly nervous, but as she settled in the seat she smiled and the nervousness soon wore off.

The conference between the Colonel and the Mexican aviator continued, while Miss Morrow watched from her seat. Finally, having apparently found out all he wanted to know about the ship, the American motioned to the mechanics to remove the blocks. Just as he was about to give the plane "the gun," he turned to see if Miss Morrow was ready. Observing that her goggles were still raised, he called to her. But the roar of the motor drowned his voice. He pointed to his own goggles and she adjusted hers.

It was just 10:27 o'clock when the little plane skimmed down the fairway and, lifting gently, rose over the field and circled. Ten minutes later the pair landed and taxied up to the hangar.

Almost immediately they took off again. The second flight lasted only about ten minutes. The plane had barely landed, when it took off for the third time.

At 10:50, Colonel Lindbergh made his third landing. This time he leaped out and, helping Miss Morrow from the plane, walked with her to the automobile. After turning over their flying togs to attendants and thanking the Mexican officers, they stepped into the car and drove away.

Reports Current of Wedding Soon.

Reports are current here that the marriage of Colonel Lindbergh with Miss Morrow will be held in the near future, but when the Colonel was questioned about his plans he declined to discuss them.

When asked how he felt after the accident, the Colonel replied, "Fine." Miss Morrow would say nothing about it.

Miss Morrow drove the car into town from Valbuena Field. Colonel Lindbergh declined to say where they were going, beyond the fact that they were to have luncheon with friends.

Ambassador Morrow plans to leave here Saturday for his country estate at Cuernavaca, but the other members of the family are expected to leave tomorrow, and it is believed that Colonel Lindbergh will accompany them.

Late this afternoon the Ambassador received reporters. He, too, was questioned regarding plans for the wedding, but replied, "I have nothing to say." Because of important conferences yesterday, it was disclosed the Ambassador did not learn of the accident until three hours after it occurred. He received the news calmly, and appeared deeply impressed by accounts of the Colonel's skill in landing the crippled plane.

Believe Pin Was Left Off Wheel.

It is now believed that the accident was caused by the failure of a mechanic, who had greased the wheels, to replace a cotter pin. After flying with Miss Morrow to a picnicking spot on the outskirts of Mexico City for luncheon, Colonel Lindbergh started back for the flying field, but in taking off he lost one wheel.

Realizing his predicament, he told Miss Morrow to prepare for an accident in landing. He showed her how to encase herself with cushions from the plane's seats so as to protect herself in case they crashed. Fortunately, the plane was not carrying a great deal of gasoline, and as an added precaution against fire Colonel Lindbergh circled the field several times, so that his gasoline supply was nearly exhausted when he did come down. All windows in the plane had been lowered, so as to minimize the danger from broken glass.

Mechanics who inspected the wrecked plane today said that it would need a new motor and propeller, but they thought that the rest of the damage would be repaired in Mexico City. The landing gear was practically demolished and the wings were badly ripped in spots, but the general framework does not appear to have been greatly injured.

The wrecked plane, a four-passengen Travelair monoplane known as the City of Wichita, is not Colonel Lindbergh's, but was borrowed by him last week from another aviator for the flight to Mexico City.

ALBANY, N. Y.
TIMES UNION
MAR 1 - 1929

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The board of directors is composed of Major Fleet, George Newman, vice president, and Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers and Traders Peoples' Trust Company; Leigh Wade, C. P. Rea, H. F. Drollinger and E. G. Spaulding, all of Buffalo.

NEW YORK TIMES, FRIDAY, MARCH 1,

Will Rogers Tells the World His View Of Lindbergh's Flying Accident

To the Editor of The New York Times:

I was just sitting down to write to you saying that I bet the minute Lindbergh's arm was able he would take Miss Morrow and fly again and here is the paper saying he did that very thing today. I knew he would and that's great, just another example of that boy doing the right thing.

Flying is Lindbergh's business. He spent years perfecting himself at it. Because he tips over on his nose once out of a million miles, a lot of editorial writers start howling about it.

This thing of talking about "somebody's life being too valuable to risk in an airplane" is not only the bunk, but it's an insult to the men we ask to do our flying. Where does anybody's life come in to be any more valuable than anybody else's? Ain't life just as precious to one as to another?

We have heard that "can't spare you" attitude till we got a lot of men in this country believing it now. Say, get over that old ego. This country will replace you before your folks get home from the funeral.

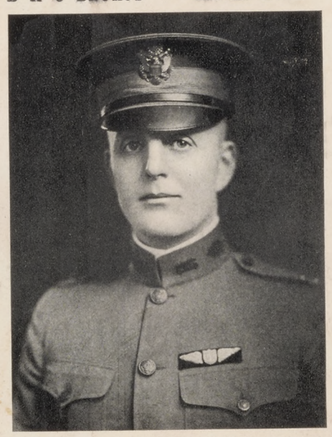
So bravo, Lindy. You are bigger tonight than you ever was before, and that's saying a lot. And bravo, little Miss Anne, you have helped aviation more today than you will ever know. And Mr. and Mrs. Morrow, bless your hearts for your splendid help. That's why you gave your daughter to him, because you knew he could take care of her.

If flying is dangerous pass a law and stop it. But don't divide our nation between a class that should fly and one that shouldn't. Aviation is not a fad, it's a necessity and will be our mode of travel long after all the people who are too valuable to fly have met their desired deaths by the roadsides on Sunday afternoons.

Yours, WILL ROGERS.

New York, Feb. 28, 1929.

& Motor Company, and the Consolidated Fleet by the Consolidated Aircraft Corporation. The latter plane is named for the president of the corporation, and our own clubmember, Major R. H. Fleet. The General Surveyor is a B A C Backer March 1929



MAJOR R. H. FLEET
After whom the new plane, Consolidated Fleet, is named

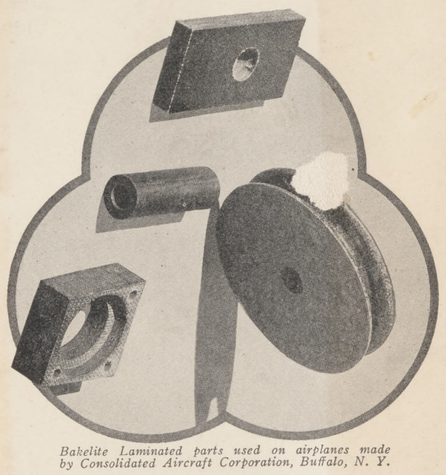
Buffalo Aircraft Co. Receives Large Contract

Nation's Review - March

INDICATING the steady growth and expansion in the business of the well-known Consolidated Aircraft Corporation, of Buffalo, is the recent contract received by the company to build six all-metal, twin-engine flying boats for the Trimotor Safety Airways, each to carry mail and express, and twenty passengers with their baggage. The airplanes will be the most modern and luxurious, and will be used on the projected line between New York and Buenos Aires. No airline in the world will be so well equipped, for these flying boats cost $150,000 each.

The progress of the Consolidated has been marked by a widespread interest from the general public as well as the financial world, and a recent offering of its stock in the New York market was more than six times oversubscribed on the day of its offering. The corporation is headed by Major R. H. Fleet, whose career in the aviation industry has been one of real accomplishment. Major Fleet, both in his military and his civil life, has had a career which has been most active. As head of the Consolidated he has in a large degree been responsible for the steady growth of the organization.

In a recent issue this publication commended the company for their creation of the famous flying boat, the "Admiral" which has had most successful tests, and we are pleased to note this recent contract for six Consolidated "Commodores", commercial prototypes of the "Admiral".



Bakelite Laminated parts used on airplanes made by Consolidated Aircraft Corporation, Buffalo, N. Y.

Bakelite Laminated
for airplane parts
Light, Strong, Non-corrosive

VITAL parts of the standard training planes for both the Army and the Navy are made of Bakelite Laminated. Cable pulleys and guides and wing spar bearing spools must be light but very strong, must resist erosion and corrosion and be non-absorbent. For all of these parts Bakelite Laminated has replaced other materials.

On these same planes the engine mount shims are of Bakelite Laminated because it is not affected by gasoline or oil, and is non-hygroscopic. The properties that make Bakelite Laminated so valuable a material for airplane parts, make it equally desirable for many automotive applications.

Bakelite Laminated is available in sheets, tubes and rods and is sold under the following trade-names:

FIBROC PHENOLITE Spaulding BAKELITE
FORMICA Micarta Textolite Dilecto

Manufacturers are invited to enlist the Cooperation of Bakelite Engineering Service

BAKELITE CORPORATION
247 Park Avenue...New York, N. Y.
Chicago Office...635 W. 22nd Street
BAKELITE CORP. OF CANADA, LTD.
163 Dufferin Street.....Toronto, Ontario

BAKELITE
REGISTERED U.S. PAT. OFF.
THE MATERIAL OF A THOUSAND USES

The registered Trade Mark and Symbol shown above may be used only on products made from materials manufactured by one of the companies listed above or their licensees and sold by them or their authorized agents. It symbolizes the utmost in purity and certain uniformity of Bakelite Corporation's products.

Reprinted from AVIATION, January 26, 1929.

Consolidated O-17,
Two place advanced training plane,
CONSOLIDATED AIRCRAFT CORP.,
BUFFALO, N. Y.

Wright Aeronautical Folder - March 1929

WHIRLWIND

TELEGRAM
HERKIMER, N. Y.
MAR 1 1929

RECEIVE FIVE BIDS FOR AIR MAIL ROUTE

Washington Mar 1 (UP)—Five bids for an air-mail route from Cristobac to Santiago, Chile, were opened today by the post office department. One bid by Fred B. Arnold, Washington, D. C., was rejected because it lacked the required bond. Other bids were:

Tri-Motor Safety Airways, Inc.—$1.95 per mile plus 97 1-2 cents per 1,000 miles for excess over 800 pound load.

Consolidated Aircraft Corporation—$1.98 per mile plus 99 cents for excess.

Pan-American-Grace Airway, Inc.—$1.80 per mile plus 90 cents excess.

American International Airways, Inc.—$1.44 per mile plus 72 cents excess.

The route will be operated both ways three times a week. It will connect at the northern end with the domestic airmail and will thus provide the longest airmail route in the world from Montreal, Canada, to Santiago, Chile.

Postmaster General New reserves the right in the contract to require extensions of the route to the east coast of South America.

ROCHESTER, N. Y.
JOURNAL
MAR 1 - 1929

Buffalo To Sponsor New Flying School

BUFFALO, Mar. 1.—(AP)—Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America. The new corporation, according to Major Fleet, will be financed by Buffalo capital, with the initial amount paid in fixed at $1,250,000, and will operate a nation-wide chain of schools for the instruction of would-be aviators.

The board of directors is composed of Major Fleet, George Newman, vice president, and Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers and Traders People's Trust Company; Leigh Wade, C. P. Rea, H. F. Drollinger and E. G. Spaulding, all of Buffalo.

JOURNAL-NEWS
ITHACA, N. Y.
MAR 1 1929

tion school to be located here.

Buffalo — (AP) — Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America.

Ithaca - Journal-News 3/1/29

Buffalo — (AP) — Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America.

CANAL-CHILE AIR MAIL DRAWS FIVE BIDDERS

New York Times 3/1/29

Proposals Opened for the Longest Route in the World, Connecting With the Domestic System.

Special to The New York Times.

WASHINGTON, Feb. 28.—Bids opened by Postmaster General New today for carrying mail on what will be the longest air-mail route in the world, from Cristobal in the Panama Canal Zone, to Santiago, Chile, disclosed five proposals, one of which, unaccompanied by the required bond, was thrown out.

The bidders and bids were as follows:

Fred B. Arnold, Washington, D. C. (no bond bond), $1.98 a mile.

Tri-Motor Safety Airways, Inc., New York City; twelve Sikorski planes; $1.95 a mile, plus 97.5 cents a pound a 1,000 miles for mail in excess of the 800-pound load limit.

Consolidated Aircraft Corporation, L. H. Flint, president, Buffalo, N. Y.; twenty consolidated New York planes; $1.98 a mile, plus 99 cents a pound per 1,000 miles in excess of mail load.

Pan-American Grace Airways, Inc., J. T. Trippe, agent, New York City; $1.80 a mile, plus 90 cents a pound per 1,000 miles.

American International Airways, Inc., John K. Montgomery, president, New York City; $1.44 a mile each way, plus 72 cents a pound per 1,000 miles.

Under the contract the Postmaster General may call upon the contractor to extend the route over the Andes to Buenos Aires and Montevideo.

The route will run from Cristobal via Buenaventura and Tumaco, Colombia; Esmeraldas and Guayaquil, Ecuador; Talara, Truxillo, Lima, Lomas and Mollendo, Peru; Arica, Iquique, Antofagasta, Caldera and Coquimbo, to Santiago, Chile, and return, three times a week.

The route will connect with a route already in operation from Cristobal to Miami, making connection with the domestic airmail system and meaning direct airmail service between Montreal and Santiago, Chile.

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taken up. 3/1/29

Nationwide Flying School with $1,250,000 Capital Organized in Buffalo

Binghamton Press

Buffalo, March 1 — (Associated Press) — Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Major R. H. Fleet, president of the Consolidated Aircraft Corporation of America.

The new corporation, according to Major Fleet, will be financed by Buffalo capital, with the initial amount paid in fixed at $1,250,000, and will operate a nation-wide chain of schools for the instruction of would-be aviators.

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LONGEST AIR MAIL ROUTE BIDS OPENED

Will Be from Cristobal to Santiago, Chile

Boston Herald - 3/1/29

[Special Dispatch to The Herald]

WASHINGTON, Feb. 28—Bids opened by Postmaster-General New today for carrying mail on what will be the longest air mail route in the world, from Cristobal in the Panama Canal Zone, to Santiago, Chile, disclosed five bidders, one of which, unaccompanied by the required bond, was thrown out. The bidders and bids were:

Fred B. Arnold, Washington, (no bond) $1.98 per mile.

Tri-Motor Safety Airways, Inc., New York city, 12 Sikorski planes; $1.95 per mile, plus 97.5 cents per pound per 1000 miles for mail in excess of the 800-pound load limit.

Consolidated Aircraft Corporation, L. H. Flint, president, Buffalo, N. Y., 20 consolidated New York planes, $1.98 per mile.

Pan-American Grace Airway, Inc., J. T. Trippe, agent, New York city, $1.80 per mile, plus 90 cents per pound per thousand miles.

American International Airways, Inc., John K. Montgomery, president, New York city, $1.44 per mile each way, plus 72 cents per pound per thousand miles.

The route on which bids were made will run from Cristobal to Santiago, Chile, and return, three times a week. The route will connect with a route already in operation from Cristobal to Miami.

NY Daily News Record - 3/4

Purchase of Kinner by Consolidated Likely

Special to DAILY NEWS RECORD

Buffalo, March 1.—Reports of an impending purchase of control of the Kinner Airplane & Motor Corp., of Glendale, Cal., by the Consolidated Aircraft Corp., of Buffalo, are denied by officials of the latter company, but in local investment security circles it was stated that the negotiations have been under way for several days but the actual purchase may be postponed for another 60 days.

In the last few days local brokers have been handling a large number of buying orders for stock of the Kinner Airplane & Motor Corp. This stock is being bought by local houses through New York and San Francisco. The increase in buying orders has enhanced the current prices for the stock and all local brokers say the reports of the impending purchase of control by the Consolidated Aircraft Corp. are entirely responsible for this local activity.

"We have been asked about these rumors, but so far as we know, there is no impending merger," explained an executive of Consolidated Aircraft Corp. Local financial reports say the Kinner company is increasing its production so as to keep pace with increasing orders for airplane motors.

Flying School Established at Buffalo

Buffalo News - 3/2/29

Buffalo N. Y., March 1 (AP)—Establishment of National Flying Schools, Inc., at Buffalo has been announced by Major R. H. Fleet president of the Consolidated Aircraft Corporation of America.

The new corporation, according to Major Fleet, will be financed by Buffalo capital, with the initial amount paid in fixed at $1,250,000, and will operate a nation-wide chain of schools for the instruction of would-be aviators.

The board of directors is composed of Major Fleet; George Newman, vice president, and Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers and Traders Peoples' Trust Company; Leigh Wade; C. P. Rea; H. F. Drollinger and E. G. Spaulding, all of Buffalo.

BOSTON
NEWS BUREAU
MAR 2 - 1929

CONSOLIDATED AIRCRAFT CORP.

N. Y.—Consolidated Aircraft Corp. has received orders for 158 commercial airplanes. Production to fill these orders will be completed within the next 90 days.

NEW YORK, N. Y.
Wall Street Journal
MAR 2 - 1929

Irving Air Chute Company

James C. Willson, president, National Aviation Corp.; Charles S. (Casey) Jones, president, Curtiss Flying Service, Inc.; Major General Mason M. Patrick, retired, former Chief of Air Service, U. S. A., and Major R. H. Fleet, president, Consolidated Aircraft Corp., have been elected directors of Irving Air Chute Co., Inc.

WILMINGTON, DEL.
STAR
MAR 3 - 1929

To Link Continents, Mail, Passenger by Air

Buffalo, N. Y., March 2—A possible linking of three continents by mail and passenger planes was seen today by Major R. H. Fleet, president of the Consolidated Aircraft Corporation.

Fleet announced his concern had received a contract to build six large flying boats, costing $1,000,000, for Trimotor Safety Airways, to be put in service between the United States and Buenos Aires for airmail and passenger service.

ELECTED A DIRECTOR

Buffalo News - 3/2/29

MAJ. GENERAL MASON M. PATRICK.

Maj. Gen. Mason M. Patrick, retired, former chief of Air Service, U. S. A., has been elected a director of the Irving Air Chute Co., Inc., 372 Pearl street, Louis J. Campbell, chairman of the board, announced today.

Maj. R. H. Fleet, president of the Consolidated Aircraft corporation, 2050 Elmwood avenue, Charles S. (Casey) Jones, president of the Curtiss Flying Service, Inc., and James E. Willson, president of the National Aviation corporation, were elected directors also.

AIR SERVICE TO BRAZIL NEAR

N. Y. Times

Rio Government to Grant Rights for Landing Mail.

RIO DE JANIERO, March 2 (AP).—The Ministry of Communications today announced it expects that an air mail service between Brazil and the United States by way of the Antilles will be an accomplished fact within a few months. The Ministry is only awaiting a visit from Captain Ralph O'Neill or another representative of the Tri-Motor Safety Airways Company to grant the privilege of landing the mail. Much interest was aroused here by the fact that President Irigoyen of Argentina has signed an agreement with the same company. Several Brazilian cities will benefit from the service.

The President has also signed a decree permitting a company financed by Brazilian capital to engage in airplane taxi service between this city and Sao Paulo and Campos.

NEW YORK
WALL ST. NEWS
MAR 2 - 1929

GETS AIRPLANE ORDER

Consolidated Aircraft Corp. has received orders for 158 commercial planes, which will be filled within ninety days.

Aero Leaders Buy Interest In Stromberg

Richard F. Hoyt, C. M. Keyes and Others Are Elected on Carburetor Board

Purchase of an interest in the Stromberg Carburetor Company of America by men closely identified with development of the aviation industry was disclosed yesterday following a meeting of the directors, The Associated Press says. It was announced that Charles W. Stiger, Chicago, president since the company was organized, had disposed of his interest in the company and retired from active business.

Stiger and his associates, Charles A. Brown and W. W. Wheelock, also of Chicago, resigned from the board. They were succeeded by Richard F. Hoyt, New York, chairman of the board of the Wright Aeronautical Corporation; C. M. Keys, head of the Curtiss Aeroplane and Motor Company, and Vincent Bendix, Chicago, president of the Bendix Corporation.

William L. O'Neill, former vice-president of the Stromberg Company, was named president.

Stromberg is a holding company owning nearly all of the capital stock of Motor Devices Company, Chicago, producer of motor accessories.

The directors voted an initial quarterly dividend of 75 cents a share on capital stock, placing it on a $3 annual basis. The stock was on a $6 basis before payment of an 87½ per cent stock dividend in January.

The annual report showed net profit for the year of $554,507, equal to $6.93 a share, against $168,452, or $2.10 a share in 1927.

PHILA., PA.
PUBLIC LEDGER
MAR 4 - 1929

Consolidated Aircraft

An order for six monoplane flying boats, each to cost $15,000, has been placed with the Consolidated Aircraft Corporation by Trimotor Safety Airways, of New York, official agents of the Argentine Republic.

NEW YORK, N. Y.
Journal of Commerce
MAR 2 - 1929

Consolidated Aircraft.

Announcement is made by Major R. H. Fleet, president of Consolidated Aircraft Corporation, that it has received orders for 158 commercial airplanes. Production to fill these orders will be completed within the next ninety days. In addition to these orders the corporation is in reciept of inquiries for the Consolidated "Commodore" planes, the commercial prototype of the Consolidated "Admiral," which is used by the United States Navy.

BROOKLYN, N. Y.
CITIZEN
MAR 3 - 1929

Foresees Linking of Three Continents by Mail Planes

BUFFALO, March 2 (United Press).—A possible linking of three continents by mail and passenger planes was seen to-day by Major R. H. Fleet, president of the Consolidated Aircraft Corporation.

Fleet announced his concern had received a contract to build six large flying boats, costing $1,000,000, for tri-motor safety airways, to be put in service between the United States and Buenos Aires for air mail and passenger service.

The flying boats will be operated by the Inter-American Air Transport. Fleet said. He pointed out that if this linking of the two Americas is followed by a similar link between continental Europe and South America, as planned by the Lufthanza organization in Germany, three continents will be united by air.

BROOKLYN
TIMES
MAR 3 - 1929

AIRMAIL MAY LINK THREE CONTINENTS

Buffalo Concern Gets Contract for Six Flying Boats.

Buffalo, March 2.—A possible linking of three continents by mail and passenger planes was seen today by Major R. H. Fleet, president of the Consolidated Aircraft Corporation.

Fleet announced his concern had received a contract to build six large flying boats, costing $1,000,000 for Trimotor Safety Airways, to be put in service between the United States and Buenos Aires for airmail and passenger service.

The flying boats will be operated by the Inter-American Air Transport, Fleet said. He pointed out that if this linking of the two Americas is followed by a similar link between Continental Europe and South America as planned by the Lufthanza Organization in Germany, three continents will be united by air.

BUFFALO FIRM WILL BUILD BIG PLANES

Buffalo Times - 3/4/29

Consolidated, with 500 More Men, Plans Construction of Air Transports; Need Marine Port.

A Buffalo plant probably will hire 500 more men and embark on an intensive program of construction of hugs flying boats capable of carrying 20 to 32 passengers for service between North and South America, providing Buffalo equips itself with a marine airport.

The plant is the Consolidated Aircraft Corporation. Announcement of its plans, depending on the city's activity in supplying the marine airport facilities, was made yesterday by Maj. R. H. Fleet, president of the corporation.

Safety Airways Places Order.

The planes have been ordered by the Tri-Motored Safety Airways of New York, holders of concessions from the Argentine government and negotiating for others with other South American countries. The airways company plans to start operation between New York and Buenos Aires this summer.

The contract for the ships would amount to $900,000, said Maj. Fleet. Each ship would cost $150,000, built of duraluimin, luxuriously fitted out and manned by a crew of four. Empty, these huge boats weigh four tons. Their wingspread is 100 feet. They are powered by two 1,100-horsepower motors. Filled with gasoline, said Maj. Fleet, they could easily make a non-stop flight to Europe or circumnavigate the globe in five stops.

Admiral Type.

The planes are of the Admiral type, one of which the Consolidated built for the Navy and shipped to Washington on three cars at a cost of $10,000.

Maj. Fleet said that a number of airplane factories on the Atlantic seaboard want the contract for the flying boats and have been deluging him with telegrams to that effect. Whether Buffalo gets the work or whether one of the Eastern cities does, depends entirely on whether or not Buffalo gets a marine airport so that the planes may be launched here and flown away, according to the Consolidated's president.

BUFFALO PLANT GETS ORDER FOR SIX BIG PLANES

Buffalo Courier - 3/4/29

Construction of craft here, however, depends on whether city acquires marine airport

CONTRACT FOR $900,000

Alluring offers made company by seaboard cities, Maj. Fleet asserts

Six gigantic flying boats, which will link the Americas for the first time this summer in a luxurious aerial transport service, have been ordered from the Consolidated Aircraft Corporation by South American and United States capitalists, it was learned yesterday.

Whether these all-metal boats, capable of carrying from twenty to 32 passengers, exclusive of a crew of four, are built in the Consolidated's Buffalo plant or some place along the Atlantic seaboard, depends entirely on whether this city provides a marine airport, Maj. R. H. Fleet, president of the Consolidated corporation, declared yesterday afternoon.

To Resemble Navy Plane

Several seaboard cities have been besieging him with telegrams, offering all kinds of inducements to get these planes built there, Maj. Fleet admitted. The planes are to be of the Admiral type, recently built for the United States navy, which was so big it took three cars and cost $10,000 to ship it to Washington.

The six flying boats to be built for the South American service are commercial prototypes of the Admiral, said Maj. Fleet, and will be more luxuriously fitted out. They will cost $150,000 each, will carry a pilot, a relief pilot, a radio operator and steward in addition to the passengers, and they will constitute the first step in line with Herbert Hoover's recent declaration that the Americas ought to be linked by air.

They have been ordered by the Tri-Motored Safety Airways of New York, which holds concessions from the Argentine government, and is closing negotiations with other South American governments, and which intends to start operation between New York and Buenos Aires this summer. They are to be the largest as well as the most luxurious passenger and mail flying boats in the world. United States navy specifications will be followed in building them.

Twin-Motored

They are to be twin-motored monoplanes, with a wing span of 100 feet, and with motors capable of developing 1,100 horsepower. The boats will weigh four tons empty and when filled with gasoline, said Maj. Fleet, could easily make a non-stop flight from New York to some European port or could circumnavigate the

AIR CHUTE CO. NAMES DIRECTORS

Atlantic City Union - 3/2/29

Buffalo Organization Purchased by Hornblower and Weeks, of New York

NEW YORK, March 2 (AP)—Election of four new directors of the Irving Air Chute company, in Buffalo, which has been purchased by Hornblower & Weeks, New York, was announced yesterday by Louis J. Campbell, chairman of the board of directors.

The new directors are: James C. Wilson, president of the National Aviation corporation; Charles S. (Casey) Jones, president of the Curtiss Flying Service, Inc.; Major General Mason M. Patrick, retired, former chief of air service, U. S., and Major R. H. Fleet, president Consolidated Aircraft Corporation.

Irving Air Chute.

Louis J. Campbell, chairman of the board of directors of the Irving Air Chute Co., Inc., announced that the following were elected to the board yesterday: James C. Willson, president, National Aviation Corporation; Charles S. (Casey) Jones, president, Curtis Flying Service, Inc.; Major General Mason M. Patrick, retired, former chief of Air Service, U.S.A., and Major R. H. Fleet, president, Consolidated Aircraft Corporation.

CLEVELAND, OHIO
NEWS
MAR 2 - 1929

CONSOLIDATED AIRCRAFT

Consolidated Aircraft has received orders for 158 commercial airplanes. Production to fill these orders will be completed within the next 90 days.

CURTISS SERVICE ADDS TWO FIELDS TO CHAIN

Kansas City and Baltimore Air Interests Linked Into Nation-Wide Operations.

Buffalo Times - 3/3/29

Curtiss Flying Service, Inc., operators of twenty-five flying schools and fields, announced yesterday that two more would be added by arrangements with the Fairfax Airport Company at Kansas City, Mo., and the absorption of the Chesapeake Aircraft Company of Baltimore.

The arrangement was the Fairfax company, a subsidiary of Woods Brothers Corporation, gives the Curtiss interests a five-year lease, subject to three renewals of five years each, on 800 feet of frontage on the Kansas City airport. The Curtiss company will build hangars, offices and other buildings there to house a flying school and shops and provide for taxi-planes. Activities at the field will be under the direction of Ray G. Sparks.

At Baltimore the Chesapeake Aircraft Company, which has its base at Logan Field, holds franchises for the operation of passenger service between Baltimore and Norfolk, Va. The company has been active in aerial photography in addition to its other activities. Curtiss will use the present holdings as a nucleus for future expansion, in charge of Major W. D. Tipton, former vice president of the Chesapeake company.

The Curtiss Flying Service was founded in 1910 by Glenn H. Curtiss. Its operations include primary and advanced student training, aerial photography, air taxi service, cross-country air transportation and has now begun, through its nation-wide expansion, an organization to distribute aircraft and accessories.

NEW YORK
TELEGRAM
MAR 2 - 1929

ORDERS 158 PLANES.

Major R. H. Fleet, president of Consolidated Aircraft Corp., announced today receipt of orders for 158 commercial airplanes. Production to fill these orders will be completed in ninety days.

CHICAGO, ILL.
Journal of Commerce
MAR 2 - 1929

Order 185 Airplanes.

NEW YORK, March 1.—The Consolidated Aircraft Corporitaon has received orders for 158 commercial planes. It is understood production on these orders will be completed within the next ninety days.

NEW YORK, N. Y.
Wall Street Journal
MAR 2 - 1929

Consolidated Aircraft Corporation

Consolidated Aircraft Corp. has received orders for 158 commercial airplanes. Production to fill these orders will be completed within the next 90 days.

NEW YORK, N. Y.
Journal of Commerce
MAR 2 - 1929

Irving Air Chute.

Louis J. Campbell, chairman of the board of directors of the Irving Air Chute Co., Inc., announced that the following were elected to the board yesterday: James C. Willson, president, National Aviation Corporation; Charles S. (Casey) Jones, president, Curtis Flying Service, Inc.; Major General Mason M. Patrick, retired, former chief of Air Service, U.S.A., and Major R. H. Fleet, president, Consolidated Aircraft Corporation.

NEW YORK, N. Y.
Wall Street Journal
MAR 2 - 1929

Argentine Air Mail Contest

Tri-Motor Safety Airways, Inc., has secured exclusive contract for carrying mail between United States and Argentina for ten years.

The company, a privately owned corporation, has placed an order with Consolidated Aircraft Co. for six 32-passenger planes costing $150,000 each.

DETROIT, MICH.
FREE PRESS
MAR 3 - 1929

$1,000,000 Flying Boats Ordered

Buffalo, March 2.—(U. P.)—Major R. H. Fleet, president of Consolidated Aircraft corporation, announced today his company had received from the Trimotor Safety Airways, Inc., a $1,000,000 order for six large flying boats, to be put into service between Buenos Aires and the United States for air mail and passenger service. The flying boats, the largest made in America, will be similar to boats being tested by the United States navy and will be operated by the Inter-American Air Transport, according to Fleet. The order calls for delivery this summer, and construction is already under way.

NEW YORK, N. Y.
DAILY NEWS
MAR 3 - 1929

GIANT AIR BOATS WILL TAKE MAIL TO BUENOS AIRES

Buffalo, March 2 (U.P.).—Maj. R. H. Fleet, president of Consolidated Aircraft corporation, announced today his company had received from Trimotor Safety Airways, Inc., a $1,000,000 order for six large flying boats, to be put into service between Buenos Aires and the United States for airmail and passenger service.

The flying boats, largest made in America, will be similar to ships being tested by the navy, and will be operated by the Inter-American Air Transport, according to Fleet.

The order calls for delivery this summer and construction is already underway.

world in five stops. Being flying boats, with metal hulls, they can alight on the water with perfect safety.

With inauguration of the South American service, the United States will be stealing a march on Germany, which is planning service between continental Europe and Rio Janeiro. "It is the biggest step yet taken in our history to bring us closer to South America," said Maj. Fleet.

"These six boats, made of duralumin, which is an aluminum alloy, lighter than aluminum and stronger than steel, are only the prelude for a busy time for us," Maj. Fleet added. "If we don't build 50 of them this year I will be very much surprised. The Admiral, built for the navy, has passed all tests and exceeded all expectations. We have spent $100,000 developing this type of boat, which has a hull 65 feet long, and is entirely seaworthy, and we expect to be busy building them for some time to come.

May Take on 500 More Men

"If a marine airport is provided we will build the boats in Buffalo and take on 500 extra men. We will build some of the parts, in any event, at our plant here and we will start in almost at once, as early delivery has been asked on this order."

Union-Sun & Journal
LOCKPORT, N. Y.
MAR 4 1929

Buffalo Firm Will Build Big Airplanes

BUFFALO, March. 4—Six gigantic flying boats, which will link the Americas for the first time this summer in a luxurious aerial transport service, have been ordered from the Consolidated Aircraft Corporation by South American and United States capitalists, it was learned yesterday.

Whether these all-metal boats, capable of carrying from twenty to 32 passengers, exclusive of a crew of four, are built in the Consolidated's Buffalo plant or some place along the Atlantic seaboard, depends entirely on whether this city provides a marine airport, Maj. R. H. Fleet, president of the Consolidated corporation, declared.

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5 MARCH 1929
NY Journal of Commerce

Consolidated Aircraft Order

Announcement was made yesterday by Major R. H. Fleet, president of Consolidated Aircraft Corporation of Buffalo, that the company has received an order from Tri-Motor Safety Airways Corporation for six thirty-two passenger "Commodore" flying boats at $150,000 each for use between Buenos Aires and New York.

Rochester Times-Union 3/5/29

New Air Schools Open At Buffalo

Buffalo — (AP) — Establishment of National Flying Schools, Inc., at Buffalo, has been announced by Maj. R. H. Fleet, president of the Consolidated Aircraft Corporation of America.

The new corporation, according to Major Fleet, will be financed, by Buffalo capital, with the initial amount paid in fixed at $1,250,000, and will operate a nation-wide chain of schools for the instruction of would-be aviators.

The board of directors is composed of Major Fleet, George Newman, vice-president, and Lawrence D. Bell, general sales manager of the Consolidated Aircraft Corporation; Lewis G. Harriman, president of the Manufacturers and Traders Peoples' Trust Company; Leigh Wade; C. P. Rea; H. F. Drollinger and E. G. Spaulding, al lof Buffalo.

NY Journal — 3/5/1929

6 NEW YORK-ARGENTINE PLANES ARE ORDERED

Major R. H. Fleet, president of the Consolidated Aircraft Corporation of Buffalo, has contracted to build six airplanes, each to carry thirty-two passengers, for the Trimotor Safety Airways Corporation between New York and Buenos Aires.

The planes are to cost $150,000 each, Major Fleet said.

Boston News Bureau 3/5/29

CONSOLIDATED AIRCRAFT CORP., N. Y.—Consolidated Aircraft Corp. of Buffalo received order from Tri-motor Safety Airways Corp. for six 32-passenger Commodore flying boats at $150,000 each for use between Buenos Aires and New York.

MAR 5 - 1929
NY Journal of Commerce

Consolidated Aircraft Order

Announcement was made yesterday by Major R. H. Fleet, president of Consolidated Aircraft Corporation of Buffalo, that the company has received an order from Tri-Motor Safety Airways Corporation for six thirty-two passenger "Commodore" flying boats at $150,000 each for use between Buenos Aires and New York.

NY Times 3/5/29

Gets Contract for Six Planes.

Major R. H. Fleet, president of the Consolidated Aircraft Corporation of Buffalo, announced yesterday that his company had contracted to build six airplanes, each to carry thirty-two passengers, for the Trimotor Safety Airways Corporation. They will be used on a projected line between New York and Buenos Aires. The planes are to cost $150,000 each, Major Fleet said.

Louisville Ky Times 3/5/29

Louis J. Campbell, chairman of the board of directors of Irving Air Chute Company, announced election to the board of James C. Willson of Louisville, president of National Aviation Corporation; Charles S. (Casey) Jones, president Curtiss Flying Service; Maj. Gen. Mason M Patrick, retired, former Chief of Air Service, and Maj. R. H. Fleet, president Consolidated Aircraft.

NEW YORK AMERICAN
MAR 5 - 1929

Aircraft Company Receives Order

Consolidated Aircraft Corporation of Buffalo has received an order from the Tri-Motor Safety Airways Corporation for six 32-passenger "Commodore Flying Boats."

The airplanes, which will cost $150,000 each, will be used in the service between Buenos Aires and New York.

CONSOLIDATED FIRM COMPLETES FIRST FOUR FLEET PLANES

NY Daily News Record 3/6/29

Fleet Aircraft Plant Expected to Be Ready When 110 Contracted Planes Are Done

Special to DAILY NEWS RECORD

Buffalo, March 5. — The first four Fleet monoplanes produced under contract for Fleet Aircraft, Inc., of Buffalo, by Consolidated Aircraft Corp., have been delivered in Chicago. These planes are part of an order placed with Fleet Aircraft, Inc., by the Gray Goose Air Lines, a subsidiary of the United Aircraft Corp., of Chicago.

Gray Goose Air Lines will use these Fleet monoplanes for training pilots, air mail, passenger and express air service through the Middle West and West. They are powered with seven-cylinder Warner Scarab air-cooled motors of 110 horsepower. They have a wing spread of 28 feet and are 20 feet, nine inches long and stand seven feet, 10 inches high.

The first four planes were piloted from Buffalo to Chicago by M. C. Meigs, publisher of the Chicago Herald-Tribune; Capt. Homer Gray, operations manager for Gray Goose Lines; William B. Wheatley, a pilot of Fleet Aircraft, Inc., and J. B. Stowe, of the Gray Goose system.

Lawrence D. Bell, president of Fleet Aircraft, Inc., says that construction work is being rushed by Consolidated Aircraft Corp. on the contract for 110 planes and by the time these are completed it is expected that Fleet Aircraft, Inc., will be in production in its own plant. The Fleet company expects to produce at least 500 training planes this year.

MAR 6 1929
Springfield Ohio Sun

recommended for purchase ... obtainable in low 60's.

Consolidated Aircraft obtained a million dollar order from the Tri-Motor Safety Airways Corp. which will operate between Buenos Aires and New York.

Missouri Pacific below 85 is

Consolidated Aircraft Will Do 1929 Business of $7,000,000, Says Bell

NY Daily News Record 3/5/1929

Firm's Official Declares Plant Will Make 750 Planes

Special to DAILY NEWS RECORD

Buffalo, March 7. — Consolidated Aircraft Corp., of Buffalo, will do a business this year of more than $7,000,000, it was announced by Lawrence D. Bell, vice-president, who said that upward of 500 Fleet training planes, 200 Consolidated Huskies for the army and navy and about 50 seaplanes of the Admiral and Commodore types will be produced in the Elmwood avenue plant.

Production of the Fleet type biplanes under contract for Fleet Aircraft, Inc., are now reported by Mr. Bell to be on a basis of three planes weekly but soon after March 15 the company will be turning out one complete plane every day. Production will be gradually increased until two a day will be turned out in May and June.

Work on Commodore Started.

Construction work has been started on the first of six of the Commodore type seaplanes which will be built by the company for the New York Buenos Aires air line which will be inaugurated next summer by the Tri Motored Safety Airways, Inc. These planes are being brought out at a cost of $150,000 each and Mr. Bell says that at least 50 will be produced this year. The Commodore type is a commercial adaptation of the Admiral seaplane now undergoing navy tests at the Anacosta Naval Air Station at Washington and has a carrying capacity from 20 to 32 passengers.

Announcement also is made by Mr. Bell that at least 80 of the Fleet type biplanes will be produced this year for the National Flying Schools, Inc., of Buffalo for training purposes. He says the initial order of 110 planes of this type placed by Fleet Aircraft, Inc., with the Consolidated Aircraft Corp., will be completed early in May and says that the Consolidated company probably will continue the production of these training planes under contract for Fleet Aircraft, Inc. Plans are being considered, however, for the establishment of a separate plant in Buffalo for the production of Fleet planes but Mr. Bell says no definite decision has yet been reached.

Four distributors for Fleet training and sport planes have been appointed by Mr. Bell and additional territories are being alloted as fast as production increases at the Buffalo factory. He says the distribution plan for aircraft is very similar to that employed by the automobile industry. The company is making no efforts to make direct sales and distribution is through State or district distributors who in turn have the authority to appoint subdistributors in cities within their restricted territories.

United Aviation Appointed.

United Aviation Corp., of 105 West Adams street, Chicago, has been appointed exclusive distributors for the States of Illinois and Arizona. This company is a holding corporation for the Gray Goose Air Lines, Inc., of Chicago, Scenic Airways, Inc., which operates a scenic air line over the Grand Canyon and also an air service at El Paso, Tex.; North Shore Airport Co., of Chicago, which is developing a new airport on the North side of Chicago in connection with an aviation country club and the Interstate Air Lines, Inc., which operates an air mail and passenger service between Chicago and Atlanta, Ga.

Midwest Airways, Inc., of Milwaukee has been appointed distributors of the Fleet biplanes for Wisconsin and the upper Michigan peninsula. The Cleveland Institute of Aviation, of Cleveland, has the Ohio territory and Lloyd Mosier Air Commerce, Inc., has the Wyoming, Colorado and New Mexico territories.

Announcement of the California distributor of the Fleet planes will be made by Mr. Bell within the next few weeks. In addition the Consolidated Aircraft Corp., of which Mr. Bell is vice-president and general sales manager, is doing an export business on army and navy type Huskies, these planes being used by the Royal Canadian Air Force, the Cuban Army Air Corps, the Brazilian Naval Air Service, Peruvian Army Air Corps and the Siamese Army Air Corps. The export business this year will run into a considerable volume, Mr. Bell says.

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2 New Finance Companies Will Back Aviation

Buffalo News

Stout to Head $6,000,000 Enterprise Which Will Offer Stock to Public

Formation of two new aviation financing corporations was announced yesterday, the first to be known as Inter-Allied Aeronautics, Inc., a more than $6,000,000 enterprise, and the other as the Aviation Securities Corporation of New England, which will begin business with $3,000,000 in cash.

William B. Stout, president of the Stout Metal Airplane Division of the Ford Motor Car Company, is one of those backing Inter-Allied Aeronautics, and with him will be associated Brigadier General Milton F. Davis, former chief of staff of the U. S. A. Air Service, and Alexander Klemin, professor of aeronautical engineering at New York University and affiliated with the Guggenheim interests.

Public offering of securities to raise $6,000,000 is expected shortly by a syndicate headed by Bertram A. Unger & Co., Inc. Activities of the new concern will include investment in securities of established aeronautical companies, participations in underwritings and in aircraft insurance and the financing and construction of manufacturing and equipment contracts as well as airport landing fields and terminals. Although welcoming finance participation in the larger manufacturing and operating aviation companies now in existence in this country, the company expects to co-operate to a large degree with the smaller producing and operating companies and systems.

George R. Shanton, who was formerly executive for the Law and Order Bureau of Insular Affairs in Cuba, the Canal Zone and Porto Rico and formerly president of Cuban-American International Air Lines, Inc., will be president of the company, and the board of directors will include, in addition to him and Brigadier General Davis and Mr. Klemin, the following: William E. Arthur, Peter J. Brady, William H. Chadbourn, of the J. G. White Engineering Corporation; Leopold Croes, Hermann F. Cuntz, Charles E. Day, Walter McKay Jones, R. M. Saunders, Charles F. Seabrook, Frederick S. Stoepel, H. H. Stryker, Bertram A. Unger, Alanson H. Wightman, Orlando B. Wilcox and Howard J. Bloomer.

The Aviation Securities Corporation of New England, incorporated in Delaware, is sponsored by a group whose members are largely residents of New England and are closely associated with the aviation industry. The company will participate in and assist the development of the industry, devoting a portion of its resources to the development of new projects, especially those originating in New England. It is proposed to invest at all times a further part of its assets in the securities of established aviation companies, both manufacturing and transportation.

NEW YORK, N. Y.
Journal of Commerce
MAR 8 - 1929

Consolidated Instrument.

The Consolidated Instrument Co. of America, Inc., it was announced yesterday, has closed contracts for airplane instruments with the following companies: The Advance Aircraft Co., Alexander Industries, Inc., Consolidated Aircraft Corporation, Fairchild Aviation Corporation, Lincoln Aircraft Co., General Airplanes Corporation and Nicholas-Beazley Airplane Co. Handley Page, Ltd., of England, it was also announced, will use the company's instruments on the planes to be entered in the Guggenheim safety contest shortly to be held in this country.

NY Daily News Record — 3/7/1929

Small, High Speed, Passenger Plane Planned by Buffalo Firm

Speed of 200 Miles an Hour With Pilot and Four Passengers Is Sought

Special to DAILY NEWS RECORD

Buffalo, March 6.—Although formal announcement is being withheld pending patent applications one of the airplane manufacturing plants in Buffalo will soon begin tests of a new type high speed passenger plane capable of approximately 200 miles an hour with four passengers and a pilot.

Details of the new plane are being carefully guarded but a correspondent of DAILY NEWS RECORD who was shown a markup of the machine was told that many new ideas in construction are embodied in the plane so as to obtain unusually high speeds. Such a passenger plane, it was said, is capable of long overland hops between New York and Chicago, Chicago and Denver and Denver and points along the Pacific coast.

The passenger cabin is very small and closely resembles the tonneau of a limousine or a section of a Pullman car. The pilot sits up forward and the entire plane is not much larger than a student training plane. Gasoline tanks are carried in the upper wing section.

"This plane should have a speed of better than three miles a minute and is regarded as an important advance in the progress of aeronautics especially in referenence to speed and stability," explained a representative of the company.

The type of engine to be used has not been announced but it also is said to develop a very high speed at a minimum of weight per horsepower.

MAR 8 1929
Kingston NY Leader

SIX NEW HYDROPLANES FOR S. AMERICA SERVICE

Buffalo, N. Y., March 7 (U.P.)—Six flying boats, each costing $150,000, will be built here by the Consolidated Aircraft Company for service starting this summer from Buenos Aires to New York according to an announcement made by Major R. H. Fleet, general manager of the concern.

The ships were ordered by the Trimotored Safety Airways of New York which will be connected with the Inter-American Air Transport, which holds a concession from the Argentine government for the right to conduct an airmail, express and passenger sirvice.

The boats, all metal and capable of carrying from twenty-five to thirty-two person, were said by Fleet to be the finest ever built. Pullman accommodations and a dining salon will be two of the features of the hydroplanes.

3/9/29
Pittsburg-Sun Telegraph

AIRCRAFT SHOW OPEN TONIGHT

Airminded Pittsburghers prepared today to visit Motor Square Garden where the first Pittsburgh Aircraft show opens tonight.

Nineteen airplane manufacturers and almost 100 exhibitors of motors, propellers and various accessories arranged their displays in final preparation for the opening at 8 p. m. by County Commissioner E. V. Babcock.

Snow and high winds over the city for the past three days delayed preparation of the exhibits, and some exhibitors worked all last night getting ready for the opening. Several planes will be added to the display over Sunday.

Leigh Wade, army round-the-world flier, now chief test pilot for Consolidated Aircraft Corporation, makers of the P-T-1, government training type planes, was expected at Bettis Field late today. He is flying the giant 22-passenger Burnelli plane on which recently he completed tests in New Jersey. It will not be disassembled for the aircraft show, but will be used here to give Pittsburghers flights over the city as guests of the P. W. Chapman Company, owners.

NY Daily News Record — 3/9/1929

Consolidated Aircraft Gets Order For Six Admiral Type Flying Boats

NY Telegraph — 3/9/29

CONSOLIDATED Aircraft Corporation in Buffalo receives orders for six ships to be used between U. S. ports and Buenos Aires, and—

Canadian Colonial Airways orders six Sikorskys.

PRESS
BINGHAMTON, N. Y.
MAR 8 1929

Six Flying Boats Carrying 25 to 32 Passengers Built for Argentine-New York Line

Buffalo, March 8—(United Press) —Six flying boats, each costing $150,000, will be built here by the Consolidated Aircraft Co., for service starting this summer from Buenos Aires to New York, according to an announcement made by Major Fleet, general manager of the concern.

The ships were ordered by the Tri-motored Safety Airways of New York, which will be connected with the Inter-American Air Transport, which holds a concession from the Argentine government for the right to conduct an airmail, express and passenger service.

The boats, all metal and capable of carrying from 25 to 32 persons, were said by Fleet to be the finest ever built. Pullman accommodations and a dining salon will be two of the features of the hydroplanes.

YONKERS, N. Y.
Herald
MAR 9 1929

CONSOLIDATED WILL BUILD FAST PLANES

Buffalo, N. Y. (UP).—Six flying boats, each costing $150,000, will be built here by the Consolidated Aircraft Company for service starting this Summer from Buenos Aires to New York, according to an announcement made by Major R. H. Fleet, general manager of the concern.

The ships were ordered by the Trimotored Safety Airways of New York, which will be connected with the Inter-American Air Transport, which holds a concession from the Argentine Government for the right to conduct an airmail, express and passenger service.

The boats, all metal and capable of carrying from 25 to 32 persons, were said by Fleet to be the finest ever built. Pullman accommodations and a dining salon will be two of the features of the hydroplanes.

Special to DAILY NEWS RECORD

Buffalo, March 8. — Orders for six gigantic flying boats of the Admiral type now being tested by the Navy department at the Anacosta Naval Air Station, have been placed with the Consolidated Aircraft Corp., of Buffalo, by the Tri-Motored Safety Airways, Inc., of New York, for use between New York and Buenos Aires this summer.

The ships, which will cost $150,000 each, will have a capacity for 20 to 32 passengers exclusive of a four-man crew. They will be the largest and most luxurious passenger and mail aircraft in the world, U. S. Navy specifications will be followed in their construction. The ships will be twin-motored monoplanes with a wing span of 100 feet and with motors capable of developing 1,100 horsepower.

Weigh Four Tons Each.

Maj. Robert H. Fleet, president of the Consolidated Aircraft Corp., in announcing the orders says the Tri-Motored Safety Airways, Inc., of New York, financed by United States and South American capitalists, holds concessions from the Argentine Government. The planes will weigh four tons each and when filled with gasoline they easily will be capable of making a non-stop flight from New York to Paris or could circumnavigate the globe in five stops for refueling.

"These six planes, made of duraluminum, an alloy lighter than aluminum and stronger than steel, are only the prelude of a busy season for the Consolidated plant," explained Major Fleet. "We are planning the production of at least 50 ships of this type during the current year. The planes will be commercial prototypes of the Admiral which already has successfully passed Government tests in Washington. We have spent upward of $100,000 developing this giant flying boat, which, with its metal hull, can alight on water with perfect safety."

To Enlarge Plant.

It has not been decided where these flying boats will be built by the Consolidated Aircraft Corp., but with the city speeding up its plans for the construction of a marine airport, it is likely that the Consolidated Aircraft Corp. will enlarge its local plant to provide for construction of seaplanes. Major Fleet says that if the new type flying boats are built in Buffalo, it will increase its working force by the addition of more than 500 men. Construction work on parts for these planes already is under way because an early delivery of the planes has been promised the New York company by Major Fleet.

It was announced by Major Fleet that with the inauguration of the New York-Buenos Aires route, the United States will be taking an important step in bringing South America closer to this country. Germany, he says, is planning an air service between continental Europe and Rio de Janeiro.

News Beacon, N.Y.
MAR 8 1929

Six Flying Boats Are To Be Built at Buffalo

Buffalo, N. Y., (UP)—Six flying boats, each costing $150,000, will be built here by the Consolidated Aircraft Company for service starting this summer from Buenos Aires to New York, according to an announcement made by Major R. H. Fleet, general manager of the concern.

The ships were ordered by the Tri-motored Safety Airways of New York, which will be connected with the Inter-American Air Transport, which holds a concession from the Argentine government for the right to conduct an airmail, express and passenger service.

SATURDAY GRAVURE

NEW YORK EVENING POST,

THE FIRST PICTURES SHOWING COLONEL LINDBERGH AND HIS FIANCEE, ANNE MORROW, TOGETHER. They were taken the day after their crash in the City of Wichita (shown as it turned over, above), when the trans-atlantic flyer took Miss Morrow for two trips in a borrowed army plane, piloting it with one hand. At left, the Colonel, right arm in sling, and Anne walking to the plane for the first flight. Top, seated in the plane before the start.

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Open Chile Air Mail Bids

Five Bidders for Route from Canal Zone to Santiago Chile

Gets Argentine Concession

Tri-Motor Safety Airways Has Ten Year Mail Contract N. Y.-Buenos Aires

WASHINGTON, D. C. — (Special) Postmaster New has awarded Pan American Grace Airways of New York, the contract for the airmail line from Cristobal, Canal Zone, to Santiago, Chile.

NEW YORK, N. Y.—(Special).—Five bids were opened by Postmaster General New last week for the air mail contract offered by the Government between Cristobal, Canal Zone to Santiago, Chile showing a range from $1.44 to $1.98 per pound. One bid was not accompanied by the necessary cash bond.

During the same day word was received from Buenos Aires that the Tri-Motor Safety Airways of New York City has received a ten year concession from President Hipolito Irigoyen, of Argentina for the transport of mail from that city to New York.

This contract is said to be the first sizeable South American concession given to any United States airline company with the exception of Pan American Airways who for months has had almost a free hand in developing air lines in the vast South American territory.

It is understood that Tri-Motor Safety Airways is a company formed by Major Robert Fleet, president of the Consolidated Aircraft Company for the express purpose of gaining air line foothold throughout South America and the West Indies. The company is reported to have very strong financial backing but no officers of the firm were available by phone or telegraph to make any statement, about future plans. This company also bid on the Santiago-Chile Route.

Bids on the Chile line were:

Airlines Fight for South American Air Dominance

(Continued from page 1)

mile each way, plus 72 cents per pound per 1,000 miles.

Pan American Grace Airways, Inc., New York City, $1.80 per mile plus 90 cents per pound per 1,000 miles.

Tri-Motor Safety Airways, New York City, $1.95 per mile plus 97½ cents per pound per 1,000 miles in excess of the 800 pound load limit.

Consolidated Aircraft Corp., R. H. Fleet, pres., Buffalo, N. Y., $1.98 per mile plus 99 cents per pound per 1,000 miles in excess of mail load specified.

Fred B. Arnold, Washington, D. C. (No Bond) $1.98 per mile.

The Postoffice Department is not obliged to take the lowest bid as they have the right to decide what company is best qualified to fulfill the contract.

Little is known of the American International Airways, Inc. except for the fact that several years ago John K. Montgomery was connected with Pan American Airways.

Under the contract the Postmaster General may call upon the contractor to extend the route over the Andes Mountains to Buenos Aires and to Montevideo, Uruguay.

The route on which bids were made runs from Cristobal, Canal Zone, via Buenaventura and Tumaco, Colombia; Esmeraldas and Guayaquil, Ecuador; Talara, Lima, Lomas and Mollendo, Peru; Arica, Iquique, Antofagasta, Caldera and Coquimbo, to Santiago, Chile, and return, three times a week.

When in operation the route will make connection with a route already in operation from Cristobal to Miami, Florida, which makes direct connection with the domestic air mail system of the United States.

It will mean direct air mail service between Montreal, Canada, and Santiago, Chile, by far the longest air route in the world.

The Buenos Aires contract specifies that the route is to be by way of the West Indies and Brazil.

Provisions of the contract require one trip in each direction each week, not to exceed seven days. This time is to be reduced within three years to four days. Stipulated stops en route named in the contract are Montevideo, Uruguay; Santos and Rio de Janeiro, Bahai and Pernambuco, Brazil. Other stops are to be arranged in cities of the Guianas, Trinidad, Martinique, Porto Rico, San Domingo and Cuba. Miami, Charleston and Washington will probably be included in the route.

The airmail rate will be 20 centavos (approximately 8 cents) for two grams, of which the company is to receive one-half. The rate to Uruguay and Brazil will be 10 centavos (about 4 cents).

After six months, service must be placed on a fixed schedule with penalties of approximately $400 a day for each day's delay and approximately $2,000 for each canceled voyage, except in instances beyond the company's control.

Six hydroplanes are now being built in the United States for the New York-Buenos Aires route, according to Alejandro Bunge, local representative of the Tri-Motor Safety Airways Corporation. Each will be capable of carrying thirty-two passengers besides mail, being much larger than any other ships now being used commercially.

Bunge said he understood the first ships will be ready within two months and that he thought the service would be established well before the end of 1929. Several applications have already been received from persons desirous of being among the first passengers to fly over the route. The rates have not yet been fixed.

Consolidated Aircraft May Be Part of $25,000,000 Deal

By Associated Press.

NEW YORK, March 12.—Aviation Corporation, recently organized with initial capital of $35,000,000 as a development and holding concern, was understood in Wall Street today to have arranged to acquire control of four large aviation companies in carrying out its program to cover all phases of aviation development.

The companies reported to be in the new group were Fokker Aircraft Corporation of the Americas and Fairchilds Aviation Corporation, prominent in the manufacturing field, the aviation Corporation of America and Universal Aviation Corporation in the transportation line.

Name Buffalo Firm.

Aviation Coroporation also was reported to have made offers for interests in the Consolidated Aircraft Corporation, Buffalo, N. Y.; Stearman Aircraft Company, Wichita, Kan., and other companies, although it was not believed anything definite had come out of these negotiations.

For Engines ,the company was believed to be counting on obtaining rights to manufacture the motors of Armstrong-Siddeley, Ltd., of England.

No Confirmation.

Prominent officials in several of these companies are on the aviation board and Graham B. Grosvenor, identified with the Fairchild interests, is president of the aviation corporation.

No confirmation of these reports could be obtained from financial interests backing the corporation.

Efforts to obtain an authoritative statement on the matter from Maj. R. H. Fleet, president of the Consolidated Aircraft corporation here elicited the information from his secretary that he could not be reached until late in the afternoon. No one else at the plant, the secretary said, was qualified to speak on the subject.

AVIATION CORP. REPORTED BUYING 4 FIRMS IN FIELD

Fokker, Fairchild, Universal and Aviation Corp. of America Acquired, Wall St. Hears—Dicker for English Motor

Aviation Corporation, recently organized with initial capital of $35,000,000, as a development and holding concern, was understood in Wall Street today to have arranged to acquire control of four large aviation companies in carrying out its program to cover all phases of aviation development.

The companies reported to be in the new group, according to the Associated Press, were Fokker Aircraft Corporation of the Americas and Fairchild Aviation Corporation, prominent in the manufacturing field, and the Aviation Corporation of America and Universal Corporation in the transportation line.

Aviation Corporation also was reported to have made offers for interests in the Consolidated Aircraft Corporation, Buffalo; Stearman Aircraft Company, Wichita, Kan., and other companies, although it was not believed anything definite had come out of these negotiations.

For engines, the company was believed to be counting on obtaining rights to manufacture the motors of Armstrong-Siddeley, Ltd., of England.

Prominent officials in several of these companies are on the Aviation Corporation board and Graham B. Grosvenor, identified with the Fairchild Aviation interests, is president of Aviation Corporation.

No confirmation of these reports could be obtained from financial interests backing the corporation.

STAR
LINCOLN, NEB.

MAR 12 1929

Merger of Four Aviation Concerns Being Rumored

NEW YORK, March 12 — (AP) — Aviation corporation, recently organized with initial capital of $35,000,000 as a development and holding concern, was understood in Wall street today to have arranged to acquire control of four large aviation companies in carrying out its program to cover all phases of aviation development.

The companies reported to be in the new group were Fokker Aircraft Corporation of the Americas and Universal Aviation corporation in the transportation line.

Aviation corporation also was reported to have made offers for interests in the Consolidated Aircraft corporation, Buffalo, N. Y. Stearman Aircraft Co., Wichita, Kas., and other companies, although it was not believed anything definite had come ou tof these negotiations.

For engines, the company was believed to be counting on obtaining rights to manufacture the motors of Armstrong-Siddeley, Ltd., of England.

Prominent officials in several of these companies are on the Aviation corporation board and Graham B. Grosvenor, identified with the Fairchild Aviation interests, is president of the Aviation corporation.

No confirmation of these reports could be obtained from financial interests backing the corporation.

AVIATION CORP. ALREADY GETS OTHER CONCERNS

N.Y. Evening World 3/12/29

New Holding Company Credited With Control in Wide Range

Aviation Corporation recently formed $35,000,000 Holding and Development Corporation, is already credited with control of several important companies prominent in both manufacturing and training fields.

In establishing its position in the manufacturing line the corporation is believed to have secured control of Fokker Aircraft Corporation of America and Fairchild Aviation Corporation, while in the transportation field it probably holds controlling interest in the Aviation Corporation of America and Universal Aviation Corporation. It is understood that aviation corporation will make an offer to the minority stockholders of the Fokker Company on the basis of two shares of Aviation Corporation for each share of Fokker.

It is also understood an offer to minority stockholders of Universal Aviation Corporation has been made and accepted on a share for share exchange basis. Universal owns 50,000 shares of Fokker which is nearly 10 per cent. of entire outstanding common stock of this company. Since Universal Aviation Corporation is closely allied with Western Air Express interests it is possible the latter company may enter the Aviation Corporation group.

Besides its interests in these companies, Avilation Corporation is actively negotiating for several other aircraft concerns. It is understood to be seeking rights to manufacture the entire line of motors of Armstrong-Siddeley, Ltd., of England. If such rights are secured it is possible a substantial portion of the plane production of the Aviation Corporation's companies may be occupied with these motors. It is understood Aviation Corporation has made an offer for Consolidated Aircraft Corporation, but it is doubtful if that company will enter the group. Aviation Corporation has also been negotiating for Stearman Aircraft Company and Kreider-Reisner Aircraft Company, Inc., but whether these negotiations will be successful is also problematical.

DENIES AVIATION TO ACQUIRE FOKKER

N.Y. Journal of Commerce 3/13/29

Talbot Says Company Not for Sale Despite Persistent Rumors

Vigorous denial to the rumors current in financial and aviation circles yesterday that the newly formed $35,000,000 Aviation Corporation had arranged for the acquisition of control of the Fokker Aircraft Corporation was made last night by James A. Talbot, chairman of the board of directors of the Fokker Aircraft Corporation, who issued the following statement:

"There is no truth in the report that the Fokker Aircraft Corporation is being absorbed by the Aviation Corporation or any other company. The control of Fokker rests with myself and a number of associates and is not for sale."

Other companies in which it was rumored that the Aviation Corporation was interested included the Fairchild Aviation Corporation, a manufacturing concern; the Universal Corporation and the Aviation Corporation of Americas, controling Pan-American Airways, both air service companies as well as Armstrong-Siddeley, Ltd., of England, manufacturers of airplane motors.

While these reports went entirely without confirmation from official sources, it was, nevertheless, pointed out that Aviation Corporation was formed for the purpose of acquiring controlling interests in existing companies, and that the above were the most logical suppositions.

Other rumors linked the new holding company with Consolidated Aircraft Corporation, the Stearman Aircraft Co. and the American Eagle Aircraft. These reports, however, seemed to be somewhat less entrenched in a basis of truth and were founded solely on the idea that, as the new corporation expands, it will doubtless seek to acquire companies manufacturing all manner of planes, in order to duplicate the performance of General Motors in the automobile field.

It was understood Aviation Corporation would offer minority stockholders of the Fokker company an exchange on the basis of two shares of Aviation Corporation for each share of Fokker. It was understood also an offer to the minority stockholders of Universal Aviation Corporation had been made and accepted on a share-for-share exchange basis. Universal owns 50,000 shares of Fokker, about 10 per cent of the entire outstanding common.

UNION
Atlantic City, N.J.

DENIES AVIATION FIRM IS TRUST

Big Corporation Not Buying Up Others, Lehman Declares

NEW YORK, March 13 (AP)—Robert Lehman, chairman of the executive committee of the Aviation corporation, recently organized with initial capital of $35,000,000 as a development and holding concern, revealed here that as yet the company has acquired interest in no other companies.

In an official announcement of the purpose of the aviation corporation it was said that it was anticipated the holdings would consist largely of the majority of the common stocks of other companies and that interests might also be held in companies not controlled. The company was understood in Wall Street reports to have arranged already for acquisition of control of four large aviation companies, but Lehman denied these reports.

"All rumors and statements that the Aviation corporation," he said, "has acquired any interest whatsoever in any other companies are entirely unfounded. It has been reported that the Aviation corporation is about to acquire the controlling interest in various other enterprises and these reports are also in large part untrue.

"An illustration of this is the Aviation Corporation of the Americas, in which the Aviation corporation has no intention whatsoever of owning or acquiring a controlling interest and at the present time owns no stock.

"The Aviation corporation also has no plans for the acquisition of the Fokker company, as has been rumored."

The companies mentioned in the Wall Street reports officially denied by the Aviation corporation chairman are the Fokker company, the Fairchild Aviation corporation, the Aviation Company of the Americas and Universal Aviation corporation. The same reports said that besides arranging for control of these companies, the Aviation corporation was also understood to have made offers for interest in the Consolidated Aircraft corporation of Buffalo, N. Y., the Stearman Aircraft corporation, of Wichita, Kas., and other companies. It was also said that the company was thought to be counting on obtaining rights to manufacture the engines of Armstrong-Siddeley Ltd., of England.

The Wall Street reports were apparently based on the fact that high officials in several of these companies are on the board of the Aviation corporation.

AVIATION CORP. BUYS COMPANIES

N.Y. Wall Street Journal

Share for Share Offer to Universal—Control of Fairchild Corp. Seen 3/13/29

Aviation Corp., recently formed $35,000,000 aviation holding and development corporation, is already credited with control of several important companies, prominent in both manufacturing and training fields.

In establishing its position in the manufacturing line, the corporation is believed to have secured a substantial interest in Fokker Aircraft Corp. of America and control of the Fairchild Aviation Corp., while in the transportation field it probably approaches controlling interest in the Aviation Corp. of the Americas and Universal Aviation Corp. It is understood that an offer to the minority stockholders of Universal Aviation Corp. has been made and accepted on a share-for-share exchange basis. Universal owns 50,000 shares of Fokker, which is nearly 10% of the entire outstanding common stock of this company.

Link With Western Air Express

Since Universal Aviation Corp. is closely allied with Western Air Express interests, it is possible the latter company may enter the Aviation Corp. group. Universal and Western not only have close working agreements, but recently exchanged substantial blocks of each other's stocks. Another reason leading to the belief Western Air Express may enter Aviation Corp. group is the fact the Hanshue-Talbot group which dominates the Fokker company controls Western Air.

Western Air recently announced it would shortly establish an air transport service between Los Angeles and Kansas City. At the latter city it would connect with the lines of the Universal Aviation Corp., which run from that city to Cleveland and which will soon be extended to New York City. The merging of the two lines would thus give Aviation Corp. the second transcontinental air service, the first being Transcontinental Air Transport's.

Interest in Aviation Corp. of America

Although control of Aviation Corp. of America by Aviation Corp. is denied in some quarters, it seems quite possible that the combination of the Fairchild-Lehman interests with market buying attributed to Aviation Corp. has given the latter at least the dominant interest in Aviation Corp. of America.

Besides its interests in these companies, Aviation Corp. is actively negotiating for several other aircraft concerns. It is understood to be seeking rights to manufacture the entire line of motors of Armstrong-Siddeley, Ltd., of England. If such rights are secured it is possible a substantial portion of the plane production of Aviation Corp.'s companies may be equipped with these motors.

It is understood Aviation Corp. has made an offer for Consolidated Aircraft Corp., but it is doubtful if that company will enter the group. Aviation Corp. has also been negotiating for Stearman Aircraft Co. and the Kreider-Reisner Aircraft Co., Inc., but whether these negotiations will be successful is also problematical.

BELL IS NEW FLEET AIRCRAFT PRESIDENT

Daily News Record 3/14/29

L.D.BELL

Lawrence D. Bell, vice-president and general sales manager of the Consolidated Aircraft Corp., of Buffalo, has been elected president and general manager of the newly organized Fleet Aircraft, Inc., of Buffalo, manufacturers of the Fleet training plane, formerly known as the Consolidated Husky Junior.

THIS CLIPPING FROM
NEW YORK, N. Y.
Wall Street Journal
MAR 15 1929

Curb Market Comment

Irregularity Develops

Tone Generally Strong with Aviation Stocks Active—Oils and Utilities Firm

While some irregularity developed at different times during the session, the list on the whole displayed a firm tone and gave evidence of growing strength at the close. Mines again forged to the front under the leadership of Newmont.

Aviation stocks continued in demand most of the interest centering about Fokker and Sikorsky. For the past two weeks aviation stocks have come in for considerable activity and many new tops were reached during this period. However, the principal movers including Aviation Corp. of America, Fairchild and Consolidated Aircraft reacted perceptibly lately. Formation of The Aviation Corp. and announced policy of company to acquire holdings in various aircraft companies caused no small amount of speculation in the field of aviation securities.

AIRPLANE PREPARED FOR "BLIND" TESTS

Buffalo Evening News 3/16/29

Lieut. Doolittle to Attempt Landing in Fog With Buffalo Craft.

Remodeling of a Consolidated Aircraft corporation NY-2 plane, which will be used by Lieut. James H. Doolittle, army flier, in a series of experimental flights to combat fog, under auspices of the Guggenheim Aeronautical foundation, was completed at the Consolidated plant in Military road Saturday. Doolittle was in Buffalo, Thursday, and inspected the plane, but was unable to remain to fly it back to New York.

Fog, the greatest adversary of all the elements in the struggle of man to conquer the air, caught Lieut. Doolittle unawares Thursday night, and for 50 minutes a struggle which might have ended in death or serious injury was waged in the fog filled skies over and around New York city. Lieut. Doolittle saw his life twice in jeopardy as he flew blindly around and around the city searching for a landing field and was about to leap from his ship, defeated, when the timely flashing of a blinker light saved the situation.

Doolittle made a forced landing in a field on the outskirts of Kenilworth, N. J. His plane, a Vought Corsair, was damaged, but the pilot escaped uninjured.

The experimental work which the noted ace plans to undertake this spring is part of the current research to combat fog and darkness, two of the worst enemies of modern aviation. Modern altimeters and other instruments to aid a flier in landing still need improvement and new types will be tested by Doolittle in the work.

A special type of hood has been installed on the rear cockpit of the plane by the Consolidated people so that Doolittle may pilot the ship "blind" as if he were flying in dense fog, according to Ray H. Whitman, assistant to the general manager of the Consolidated plant.

A fellow pilot will be riding in the front cockpit to right the ship if Doolittle miscalculates or his instruments prove faulty. Otherwise he will operate the craft solely by instrument and will take off and land without watching the earth.

Success with these tests will mean much to safety of aviation and to regularity of flight schedules, Mr. Whitman said. With reliable instruments, good pilots will be able to disregard fog and darkness. Danger of flying unknowingly too close to the ground will be eliminated. With the sensitive radio apparatus a pilot will be able to detect landing fields and alight on them without actually seeing the ground until he leaves the plane.

Despite the precaution of having a companion pilot along, the experiments are regarded as very dangerous.

NEW CONCERN SOON TO LAUNCH SCHOOLS

Buffalo News 3/18/29

Buffalo Company to Teach Aviation Students Has $1,250,000 in Cash.

With $1,250,000 cash in hand, officials of National Flying Schools, Inc., will meet soon to lay out a policy and training program for the establishment of flying instruction centers throughout the United States. A new director was announced Saturday.

Notice that the entire amount of the capital of the stock corporation had been bought and paid for was given by officials of the new Buffalo aviation concern Saturday.

The policy and training meeting is expected to be held shortly after the return of Maj. Reuben H. Fleet, president of the corporation, and president and general manager of the Consolidated Aircraft company, from New York city.

Ansley W. Sawyer, of Dudley, Stowe & Sawyer, is the new director of the corporation. Others are Maj. Fleet, Lewis G. Harriman, Harley F. Drollinger, George P. Rea, Lawrence D. Bell, Elbridge G. Spaulding and Lieut. Leigh Wade.

National Flying Schools, Inc., was organized two weeks ago by a group of Buffalo men who sensed, they said, the need for a technical and systematic program of instruction for prospective aviators.

It is expected that the cost of the course of instruction contemplated by the corporation will be in the neighborhood of $500. Subjects covered by the course will include meteorology, engines, rigging, map reading and orientation, landing and take-off and air acrobatics, according to tentative plans.

Lieut. Leigh Wade, 'round the world flyer, now vice president of the Consolidated Aircraft company in charge of sales, as well as chief test pilot, will be in charge of instruction of the proposed schools of flying.

Brand new ships and equipment will be used in the instruction, it is said. Orders for the ships probably will be placed at Buffalo aircraft factories, although this has not been definitely decided.

GOEBEL ASSOCIATES WITH KANSAS CITY MEN IN NEW FIRM

Papers Being Drawn Up for Art Goebel Aviation Co., Inc., With $200,000 Capital

Special to DAILY NEWS RECORD

Kansas City, March 18. — Arthur C. Goebel, winner of the Dole air race to Honolulu, has signed a contract with a group of Kansas City business men lending his name, his services and his money to the establishment of the Art Goebel Aviation Co., Inc.

The company, for which articles of incorporation now are being prepared by Clyde Taylor, attorney for the group associated with Colonel Goebel, will be capitalized for $200,000. All the money for the venture was subscribed at a meeting Friday at the Kansas City Club.

Wide Activities.

A wide scope of activities in aviation will be permitted by the corporate provisions. It is planned first to establish an aviation school here and then expand the school feature to other cities. Later, if the opportunity presents, the company may engage in the manufacture of airplanes and establish passenger and mail lines without changing its charter.

Associated with Colonel Goebel are the following: Herbert M. Woolf, Lou E. Holland, J. C. Nichols, E. E. Amick, Thornton Cooke, Conrad H. Mann, Roy Nafziger, E. E. Norquist, Hugh J. Curran, B. C. Adams and J. F. Porter. The directors selected for the first year are Colonel Goebel and Messrs. Woolf, Holland, Nafziger, Porter, Mann and Nichols.

The base of the new school will be on the north end of the municipal airport, a section not yet developed for flying. A ground school and administration building will be constructed on a plot to be leased from the city. Actual flying instruction will not be given on the airport, however. The Goebel company has leased a tract of 90 acres north of the airport, from which the instruction planes will take off and land.

School to Start Soon.

Immediate preparation will be made to get the school under way, Mr. Holland says. Colonel Goebel will leave for the East within the next few days to purchase ships.

The maximum enrolment for the present will be about 200 students. To train properly that number in actual flying will require at least six planes. The type which probably will be adopted for the school is the P-T two-place ship, using a radial motor, and employed by the army at its air cadet training camps. It is a product of the Consolidated Aircraft Corp., Buffalo.

The company with which Colonel Goebel has become associated will be a closed corporation, the organizers announced, with an agreement to pool the stock for a five-year period.

Five Buffalo Firms to Have Newest Planes in Show Saturday Night

Score of Ships Has Arrived—Exhibitors to Be Announced Tomorrow

Special to DAILY NEWS RECORD

Buffalo, March 18.—Five Buffalo aircraft manufacturers will exhibit their newest planes at the Buffalo Aviation show which opens Saturday night in the 106th Field Artillery Armory in Masten Park, George B. Bodenhoff, show manager, states. Almost a score of planes have arrived and it is expected that about 50 will be on the floor when the exhibit opens.

G.B. BODENHOFF

The local exhibitors will be Curtiss Aeroplane & Motor Corp., Consolidated Aircraft Corp., Fleet Aircraft, Inc., General Airplanes Corp., and Elias Airplane & Manufacturing Co. In addition, Buffalo will be represented in the accessories industries by Irving Air Chute Co., Curtiss Flying Service, Pratt & Lambert, Inc., airplane paints and varnishes; Becker Flying Service, Inc., Claude Neon Displays, Inc., Flexlume Corp., Westinghouse Electric & Manufacturing Co., Whitney-Eckstein Seed Co., Wright & Eisenwein, Penzoil Oil Co., and the Standard Oil Co., of New York.

Apparel Exhibits Also.

Five Buffalo men's apparel retailers and sporting goods stores also will be represented by exhibits, featuring apparel and accessories for the flier. They are Browning, King & Co., Kleinhans Co., H. L. Peters, Inc., A. G. Spaulding & Bros., and Kremer-Danahy Gun Corp., all of which operate aviation apparel sections.

The complete list of exhibitors will not be announced until Wednesday because of last minute changes.

George B. Bodenhoff, show manager, reports that the committee has used a policy of diversity of exhibits and is restricting manufacturers to one plane except in instances where two or more radically different types of machines are produced in the same plant. Space also has been reserved for historical aircraft in which there is considerable public interest.

The show will be open daily from 1 p.m. to 11 p.m., and the general admission charge will be 50 cents except for school children during certain afternoons when the admission fee will be reduced to 10 cents.

Trades Day Planned.

The show will continue daily until March 30. One afternoon will be set aside as Trades Day for the aeronautical industry and another feature is the banquet which will be held on Tuesday evening March 26 under the sponsorship of the Buffalo Aero Club in Hotel Statler.

The Buffalo Aviation Show, Inc., is headed by Maj. John M. Satterfield as president; Theodore C. Knight, vice-president; Frank R. Collins, of the Marine Trust Co., treasurer, and George B. Bodenhoff, secretary and show manager. The board of directors include C. Roy Keys, vice-president and general manager of Curtiss Aeroplane & Motor Corp.; Edward D. O'Dea, Ansley Wilcox Sawyer, Robert H. Tifft, Kenneth A. Wood, William T. Jebb, Jr., chairman of the aeronautics committee of the Chamber of Commerce; Maj. Robert H. Fleet, president of Consolidated Aircraft Corp.; Lieut. R. S. Biggs of the National Flying Schools, Inc., and Lieut. Nathaniel E. Duffy, director of the municipal airport.

CERTIFICATES GIVEN TO SIX COMPANIES

Fleet and Advance Planes Approved — Awards for Propellers and Engines

WASHINGTON BUREAU
DAILY NEWS RECORD

Washington, March 19. — Approved type certificates covering aircraft, engines and propellers have been issued by the Aeronautics Branch, Department of Commerce, as follows:

No. 122—Fleet Aircraft, Inc., Buffalo. Fleet Model No. 1, two place, open cockpit, land type biplane, equipped with Warner-Scarab 110 H. P. engine. Weight empty 976 pounds, useful load 554 pounds, and gross weight 1,530 pounds.

No. 123 — Advance Aircraft Co., Piqua, O., Waco Model 10-T, three place, open, land biplane, equipped with Wright Whirlwind 220 H. P. engine. Weight empty 1,787 pounds, useful load 813 pounds, and gross weight, 2,600 pounds.

Propellers.

No. 6 — Westinghouse Electric & Manufacturing Co., covering Micarta type, with diameter of 8 feet, 10 inches. Authorized power rating 250 H. P. at 2,000 R. P. M.

No. 7 — Westinghouse Electric & Manufacturing Co, covering Micarta type, with diameter of 8 feet, 6 inches. Authorized power rating 100 H. P. at 1,500 R. P. M.

No. 8 — Supreme Propeller Co., Wichita, Kan., covering design No. 750, rating 100 H. P. at 1,400 R. P. M., diameter 8 feet, 6 inches; material of birch and mahogany, and alternating laminations.

Engines.

No. 22 — Arnold Harris, Elmira, N. Y., covering Arnold Harris model, 8 cylinder, vee type, water cooled, 90 H. P., 1,400 R. P. M. According to the certificate, this is a redesigned O. X. 5 engine.

BLIND FLYING TEST PLANE COMPLETED BY FLEET AIRCRAFT

Special Type Hood Installed to Aid in Study of Fog and Darkness Hazards

Special to DAILY NEWS RECORD

Buffalo, March 20.—Fleet Aircraft, Inc., announces the completion of changes and the addition of new equipment in the NY-2 type plane which will be used by Lieut. James H. Doolittle in his blind flying test for the Guggenheim Foundation for the promotion of aeronautics. The plane has been at the Buffalo factory of the Consolidated Aircraft Corp., for several weeks.

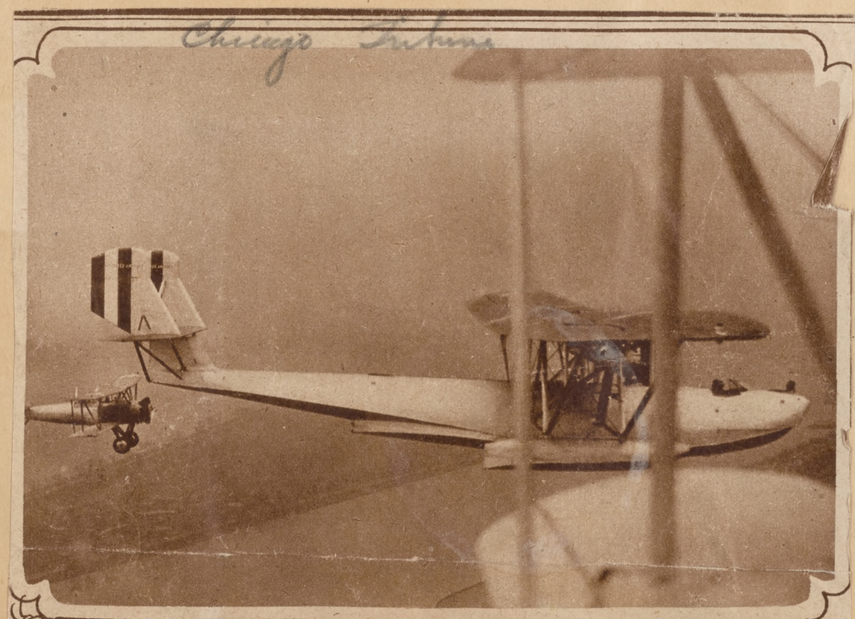
Ray H. Whitman of the Consolidated Aircraft Corp., says a special type hood has been installed on the rear cockpit of the two-place biplane so that Doolittle will be able to pilot the ship as if flying in a fog merely by watching newly developed instruments which have been placed in his protected cockpit.

The machine, which is of dual control type has an open cockpit in front of Doolittle. Another pilot will ride in this cockpit ready to take over the second set of controls in the event of extreme emergency.

While in Buffalo last week the Army ace inspected the new ship and pronounced it ready for the continuation of his blind flying tests this spring. This experimental work is part of the current research of the Guggenheim Aeronautical Foundation to combat fog and darkness, two of the worst enemies of aviation.

The Fleet plane will be flown to New York within a short time so that Doolittle will be able to continue the experiments which were first started last fall.

Chicago Tribune



LEVIATHAN OF NAVAL PLANES—The navy's newest and biggest flying boat, which can be converted into a commercial transport carrying thirty-two passengers in a compartment 60 feet long, pictured during a test flight over Washington. It was winner in a flying boat competition held by the navy department. (Photograph from Pacific and Atlantic.)

Planes of All Types Flow Into Buffalo for Big Show

BUFFALO, N. Y.
NEWS
MAR 13 1929

BUFFALO AIRPLANES WILL BE EXHIBITED

City to Have Prominent Part in Aviation Show, March 23 to 30.

Buffalo-made airplanes, engines and parts will have a prominent place in the aviation show that will be held March 23-30 in the 106th armory.

The products of the Curtiss Aeroplane & Motor corporation, the Consolidated Aircraft corporation and the General Airplanes company will be on display, so that the citizens of the city may see what progress Buffalo has made in the aviation industry.

In company with the Curtiss Flying Service, which this summer will open a student training school and conduct an airways taxi service at Buffalo airport, the Curtiss Aeroplane & Motor corporation will maintain an exhibit of three planes and three motors, together with parts and skeleton fuselages at the air show here.

To Show Many Types.

The planes shown will be the Curtiss "Falcon," Curtiss "Hawk," and the Curtiss "Fledgling." Both the "Hawk" and "Falcon" form an important portion of the United States Army, Navy and Marine corps air forces, and are put to various uses by all these branches of service. The Curtiss "Fledgling," developed from a winning design over 14 competitors in a Navy competitive design contest, is now the standard primary and advanced training ship of the Navy, and, during the present year, will see extensive service at all airports maintained by the Curtiss Flying Service.

The "Hawk," known as a pursuit and attack ship, is one of the fastest plans now in any regulation service. Powered in most instances by the Curtiss D 12 435-horsepower engine, this plane is possessed of an extremely high climbing angle, and is maneuverable under all conditions.

Carries Six Guns.

The "Falcon," although in many ways similar to the "Hawk," is larger, has a larger wing, and is capable of carrying a greater load. For this reason it is not so fast, and is less used for pursuit purposes. For military uses the "Falcon" is so constructed a to be adaptable t ocarrying six machine guns, two to shoot through the propeller, two to be fired by a gunner from the rear cockpit, an done gun under each lower wing, the range of all forward-aimed guns converging at a specified point ahead of the course of flight.

In the engine department display will be a Curtiss "Chieftain" 600-horsepower radial 12-cylinder air-cooled engine. This motor, built upo na principal hereby a dozen cylinders comprise a smaller total diameter than the usual nine, thus affording considerably less surface for wind resistance, has pairs of cylinders, one behind the other. A feature of the "Chieftain" is its compactness, practically all smaller parts being enclosed.

The Curtiss "Conqueror," 600-horsepower engine, one of teh most powerful airplane power-plants in existence today, is a development of the Curtiss D-12 engine, all cylinders following the V-type design. Teh "Conqueror" has been incorporated as the twin motors of the great 20-passenger transport plane recently developed.

Governor Roosevelt Will Open Exposition Saturday Night by Radio From Albany

Special to DAILY NEWS RECORD

Buffalo, March 21.—Airplanes, seaplanes and amphibians have been arriving by air, rail and truck from all parts of the country the last 24 hours for the Buffalo Aviation Show, which will open Saturday night in the 106th Field Artillery Armory in Masten Park.

Gov. Franklin D. Roosevelt in the Executive Mansion at Albany will press a button at 7 o'clock and by radio will turn on the illumination at the formal opening. Radio equipment and other electrical apparatus required for this new experiment of short wave transmission of electric power was rushed to Albany yesterday by airplanes of the Colonial Western Airways, Inc., and electrical engineers started to instal the equipment today, so that it will be ready for operation Saturday night.

Governor Cannot Attend.

When Governor Roosevelt found it would be impossible for him to attend the formal opening of the aeronautical exhibition, the committee negotiated with the Westinghouse Electric & Manufacturing Co., for the use of its new equipment for short wave transmission by means of which Governor Roosevelt will be able to turn on the lights in the Armory by radio.

One of the largest planes to arrive is the 20-passenger Savoia-Marchetti, an Italian-built plane which came on two flat cars from New York. It was trucked to the armory immediately and today is being assembled by a corps of mechanics. The plane will be exhibited by the American Aeronautical Corp., of New York, which has acquired the American manufacturing rights for this big ship and soon will start production of them at a factory in the East.

Many Typed Models Arrive.

Among the planes which were in the armory today were the Elias Aircoupe of the Elias Aircraft & Manufacturing Co., of Buffalo which will be given its premiere at the Buffalo show; the Fleet training plane with a Kinner motor produced by Fleet Aircraft, Inc., of Buffalo; several Curtiss commercial planes; a Consolidated ship of the Consolidated Aircraft Corp.; Aristocrat of the General Airplanes Corp., Travel Air; Stinson-Detroiter and two Waco sport models.

Most of the out-of-town machines will arrive tomorrow morning so that the afternoon and Saturday morning will be busy days at the armory. A large force of mechanics from local airplane factories is available for the assembling of ships, entered by out-of-town companies and it is expected that when the show is formally opened Saturday night there will be between 40 and 50 planes of all types from small one-place baby planes to the giant Pullman airliners on the drill floor of the armory. About a score of other planes which will not be exhibited in the armory because of lack of space will be held at the municipal airport for demonstration purposes.

Miss Amelia Earhart, famous aviatrix, and the first woman to span the Atlantic, will be in Buffalo next Tues-

Continued on Page 2—Section 2

Planes of All Types in Buffalo

Continued from Page 1—Section 2

day as one of the principal speakers at the Buffalo Aero Club banquet in the Hotel Statler, which will be one of the major entertainment features of the show for those interested in the development of aeronautics. It is expected that 1,000 will attend the banquet, including representatives of all the larger airplane and commercial transport companies of the country.

Clement Kieffer, Jr., display manager of The Kleinhans Co., who is arranging the exhibit of this Buffalo men's wear store at the aviation show, reports that this display will picture the progress in aviation from the pioneering days to the present time and will feature new style ideas in apparel and accessories for both pilots and passengers. New developments in leather apparel made especially for the aviation apparel section of the store will be shown on models.

Chamber Has Six Booths.

To emphasize Buffalo's advanced position in the aircraft manufacturing field, the Buffalo Chamber of Commerce will occupy a space of six booths at the exposition. Among the exhibits will be a model of the Buffalo Airport as it will appear when planned improvements are completed.

Through the courtesy of the Museum of Natural Sciences, there also will be on display a model wind tunnel used to determine the lifting power of airplanes. Other scientific models also will be shown by the chamber. The Davis Bulletin Co., has made it possible for the chamber to have on display a group of pictures designed to give out-of-town visitors a photographic idea of Buffalo's cultural, educational and industrial advantages. Other features of this exhibit will be aircraft work by students at the Elm Vocational High School.

Irving Has Motion Film.

The Irving Air Chute Co., Buffalo, plans to exhibit a motion picture of famous aviators leaping from their planes at high altitude by means of Irving Air Chutes. The company also will show the various types of 'chutes manufactured in the Buffalo plant including the seat, lap and back types in 22,24 and 28-foot parachutes. George Waite, president of the company, will be in personal charge of this display.

Mayor Frank X. Schwab will formally open the show at 8 o'clock Saturday night. He will be introduced by Major John N. Satterfield, general chairmen of the show committee, who has just returned from Cuba.

Prize Model Contest.

A feature of the show will be the exhibition of model airplanes produced by boys and girls in Western New York for which prizes aggregating $150 have been offered by a local newspaper. The Aero Club of Buffalo is assisting in this contest and will assist in the judging. It is expected about 200 model planes will be exhibited. The judges include Michael F. Steffen, director of aviation at the Elm Vocational High School and a licensed pilot; Edward A. Taylor, Howard Kuhles and Hubert F. Boehm, all of them being licensed pilots. They will be at the 106 Armory Saturday to receive the entries.

The Fleischmann Transportation Co., of New York, which also will be an exhibitor, has offered additional prizes to those submitting the best model planes.

NEW YORK
HERALD-TRIBUNE
MAR 16 1929

Doolittle Lost In Fog Over City For 50 Minutes

Army Pilot Wages Unexpected Battle With Element He Has Been Studying

Blinker Light Saves Him

Damaged HisPlane in Forced Landing in Jersey Field

Fog, the greatest adversary of all the elements in the struggle of man to conquer the air, caught the oustanding protagonist of the organized fight of aviation leaders to conquer this meteorological condition unawares on Thursday night, and for fifty minutes a struggle which might have ended in death or serious injury to Lieutenant James A. Doolittle was waged in the fog filled skies over and around New York City. Lieutenant Doolittle, army pilot, who has been conducting the fog campaign of the Guggenheim Fund for the Promotion of Aeronautics, saw his life twice in jeopardy as he flew blindly around and around the city searching for a landing field and was about to leap from his ship, defeated, when the timely flashing of a blinker light saved the situation.

Escapes Uninjured

Doolittle made a forced landing in a field on the outskirts of Kenilworth, N. J. His plane, a Vought Corsair, was slightly damaged, but the pilot escaped uninjured. The incident was reported on Thursday night as a mere forced landing, and nothing would have been known of the fifty-minute unexpected battle of Doolittle against the inclement weather if details had not leaked out through flying officers at Mitchel Field to whom Doolittle had recounted his experience.

In his work to solve the secrets of safe flying where a plane moves in a completely enveloping mass of misty white smoke and all sense of direction and equilibrium vanishes, Doolittle frequently goes in quest of his adversary fog. But on Thursday night the situation was different. The army flyer wasn't looking for fog. He had spent the day in Buffalo and he merely desired to get home to New York in time to keep an evening appointment. There was additional irony in the situation because Doolittle was not in his fog flying ship, a Consolidated plane fitted out by the Guggenheim Fund as a flying fog laboratory.

The army flyer left Buffalo at 3 o'clock in the afternoon. Everything had gone well in the opening stages of the routine flight home. But as Doolittle neared New York he noticed that he was heading into a generally hazy condition. It was dark as he reached the city line, flying down the Hudson and the city was completely enveloped in fog.

The mist kept reaching lower and lower, and Doolittle in his effort to keep under the blinding blanket was forced to fly still lower. He was literally being squashed into the river. Doolittle knew that if he pulled up through the fog he might never find his way down through it when he arrived over Mitchel Field, his destination. The fog was down to the housetops as he flew along the North River. It was so low that the flyer dared not strike directly across Manhattan.

As he swung around Manhattan the river wharves flashed by near at hand. The flyer struck down Long Island, looking for his home airport. Everything was completely blanketed in fog. Then Doolittle retreated from his adversary, going toward the ocean. Things were a little better here. But he was lost for a moment when an arm of fog reached out and enveloped him. As Doolittle brushed past this he noticed that he had just missed a dredging derrick. This was near Coney Island.

Doolittle then swung back and tried to find Miller Field, on Staten Island. He searched for some time, knowing that his fuel was running low. Then he retreated to New Jersey and began a quest for some of the New Jersey fields. He passed so close to Newark that the sound of his motor was heard at that airport, and the lights were flashed on, but Doolittle never saw them.

Prepares to Jump

The fog went up to 2,000 feet. Here there was an open space, and above that, at about 6,000 feet, there was a solid layer of clouds. Flying in the safe area between the two layers accomplished nothing, so Doolittle flew low in the fog, searching for a field. But his adversary checkmated him at all points. Finally after fifty minutes of frantic searching in which the last of his fuel supply was nearly exhausted Doolittle decided to give up the fight. He pulled his plane up in a steep climb to gain altitude for a parachute jump, after making certain that his ship, when he left it, would not fall in any congested area.

Just as the flyer was pushing up through the fog for the last time he caught sight of the blinker light on the outskirts of Kenilworth. He came down and the light showed him a small field in which he decided he could make a landing. There were trees in the middle of the field and as he swept across in a swift examination flight, Doolittle brushed the trees and wiped off the lower wing of his plane. With one wing gone he dropped down for a landing, tripped the ship on the wrecked wing in the trees for a second time and made a somersault landing.

Examination of the ship yesterday showed that only the lower wing and tail of the plane were broken. Doolittle was only slightly shaken up by his tumble out of the fog.

POST-STAR
GLENN FALLS, N. Y.
MAR 18 1929

Group of Bankers Seeking Arrow-Grip Factory for Manufacture of Airplanes

One Hundred Men to Be Put to Work Immediately If Dix Avenue Plant Is Acquired by Syndicate

Airplanes will be manufactured in Glens Falls if negotiations now in progress are consummated, it was learned yesterday.

A group of New York and Baltimore bankers, which has taken up the manufacture of planes is negotiating for the purchase of the Arrow-Grip company's plant in Dix avenue and if the property is acquired one hundred men will be placed at work there immediately, making all parts of the machines, including the engines, and assembling them.

Lieutenant Colonel J. J. Brady and Charles Dee of Rochester, representing the banking syndicate, have been in town for several days conferring with the owners of the plant. When seen at The Queensbury by a reporter last night Colonel Grady would not discuss the plans of the bankers.

He is a test pilot for the Aircraft Manufacturing company of Buffalo and is also associated with the Consolidated Air Craft company and Taylor Brothers of Rochester.

Although Colonel Grady would not discuss the purpose of his visit to Glens Falls, it was learned that the present quarters of Taylor Brothers in Rochester are not large enough to meet the demands, and that the company was attracted to Glens Falls for several reasons.

First, because the Floyd Bennett field has the reputation of being the best natural field east of the Mississippi and therefore an ideal place to test and demonstrate the machines and second because of the location of the city on the direct route between New York and Montreal.

The plant, a one story building, is surrounded by a large lot which will permit a wide expansion of the business.

It is understood the company will manufacture two and four-passenger planes and that they will have a new type of air-cooled motor.

BUFFALO, N. Y.
NEWS
MAR 20 1929

NAVY TESTING OUT XPY-1, GIANT PLANE BUILT HERE

From the Washington Bureau
of the BUFFALO EVENING NEWS.

WASHINGTON, March 20.—Taking advantage of springlike weather, naval officials are losing no time in putting the XPY-1, giant patrol ship built in Buffalo by the Consolidated Aircraft corporation, through her paces. As long as good flying weather obtains, the flight test board at the Anacostia naval flying station intend sending the ship aloft every day. Official tests have been hampered the past two weeks by cold and wet weather.

The ship now has been equipped with a wind-driven radio generator, and radio tests are to be made between the ship and the navy radio station at Arlington, Va.

BUFFALO, N. Y.
TIMES
APR 1 - 1929

BUFFALO LEADS IN PLANE MAKING

With the Output Totaling $20,000,000 This Year, City Is First in U. S.

"Airplane and airplane engine manufacture in Buffalo this year will total approximately $20,000,000, placing Buffalo first among all American's cities in aircraft production," says Samuel B. Botsford, general manager Buffalo Chamber of Commerce.

"In 1928 its five aircraft manufacturing plants had a combined output of nearly $5,000,000, just a step behind New York iCty. This does not include production figures of airplane accessory industries, nor of the Irving Air Chute Company, largest manufacturer of parachutes in the world and sole source of supply fo rthe air services of thirty governments.

"The companies which last year contributed most to Buffalo's advancement in the aeronautical industry — Curtis Aeroplane & Motor Company, Inc., Consolidated Aircraft Corporation and the General Aircraft Corporation—used 295,625 square feet of manufacturing space, employed 2,105 persons and produced 397 planes and 198 engines valued at nearly $5,00,000. The new $4,00,000 Curtiss plant, which will be opened in April of this year with 448,000 square feet of floor space and a working force of more than 3,000 persons, will give Buffalo the largest aircraft and aircraft engine manufacturing plant in the world.

Great Airport.

The Buffalo Airport has been called secon donly to Le Bourget, France. It is owned and operated by the city and occupies 557.5 acres of level ground. There are two main runways, each 100 feet wide and 3,000 feet long, drained and vailable for service regardless of weather conditions. A general lighting system has just been installed, practically elminating the hazards of night flying in the vicinity of Buffalo. There are three hangars on the field. Two new ones are now being completed, construction of a third will be started immediately, and plans are under way to bring the number of thirty within a short time.

"A temporary site for a marine airport has just been chosen through the co-operation of the Airport Advisory Board and the Aeronautics Committee of the Chamber of Commerce, which will likewise be owned by the city. Temporary hangars will be erected for public use and for the assembling and testing of seaplanes manufactured in Buffalo, until a permanent field may be acquired and improved.

Traffic Grows.

"Since Buffalo was placed on the air mail map on December 17, 1927, traffic along its lines has grown from a monthly poundage of 546 to 10,023. Direct lines from Buffalo, operated by the Colonial Western Airways, go east to Albany and west to Cleveland, connecting with linking transcontinental lines. Night lights are now being installed along this route by the federal government, and when this 24-hour-a-day service becomes available, over two-thirds of the United States can be reached from Buffalo by air mail overnight.

"The intense interest of the public in the recent show proved that Buffalo has become a truly air-minded city.

0 "Already Buffalo has made rapid strides in this newest of industries. In 1929 it will, I believe, reach its natural goal—first aeronautical city of America."

BUFFALO, N. Y.
NEWS
APR 2 - 1929

Lawrence D Bell, general sales manager of the Consolidated Aircraft corporation, offered Capt. Einar Paul Lundborg, Swedish aviator, who passed through Buffalo Monday on his way to Jamestown, the use of a Consolidated Husky plane. Owing to the fact that the famous flier's stay in Buffalo was a matter of a few minutes he was unable to avail himself of the offer.

* * *

BUFFALO, N. Y.
NEWS
APR 2 - 1929

Buffalo airplane manufacturers will be represented at the Detroit All-American Aircraft show, which opens next Saturday. General Airplanes corporation, Curtiss Aeroplane and Motor company and Consolidated Aircraft corporation will exhibit planes and it is expected other manufacturers and accessory plants will have their products displayed.

Automotive Daily News
APR 2 - 1929

CONSOLIDATED AIRCRAFT GETS GOVERNMENT ORDERS

Buffalo, April 1.—Two orders for $102,000 worth of airplane spare parts for the United States army have been placed with Consolidated Aircraft Corporation. Company also has received an order from Peruvian government for six husky type training planes with aggregate value of about $75,000.

Buffalo Journal of Commerce Aeronautical Number March 1929

Selling the Aeroplane

By Lawrence D. Bell

President and General Manager, Fleet Aircraft, Inc.

Vice-President and Sales Manager, Consolidated Aircraft Corp.

SIX thousand aeroplanes were manufactured in the United States during 1928. In 1929 this figure will be increased by at least 2000.

The business of selling and distributing these aeroplanes has become almost as large a business as making them, and it is being developed with the same rapid strides that characterizes all other branches of this new industry.

LAWRENCE D. BELL.

Borrowing heavily from its older brother, the automobile, commercial aviation is now providing its customers and prospective customers with a complete service by a chain of dealers and distributors linked throughout the nation.

Dispelled the "Old Idea"

This in answer to the great interest in aviation that has been developed in the past two years, for the aeroplane, through flights of almost unbelievable distances and duration, in that time has commanded the attention of the world with a positiveness never before even approached. By sheer merit it has given convincing evidence of its reliability and safety. By its own work it has dispelled the "old idea."

By doing so it has created a demand that must be supplied. Governments now recognize the aeroplane as the leading weapon in national defense. Transport companies utilize it as a money-making proposition. Business men welcome it as the most recent contribution to our daily commerce. Sportsmen find in it the "new thrill." Young men want to learn how to fly it and thereby enter a very lucrative field.

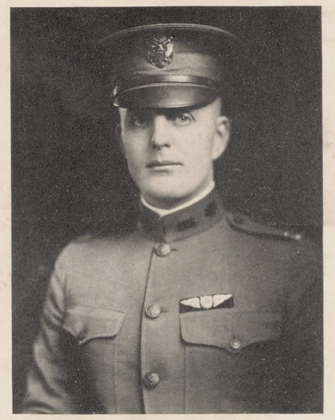
Governments, of course, comprise a large market for the distribution of planes. Millions are now being spent for aeroplanes as a branch of national defense. The wisdom of this policy is obvious — the aeroplane is the only weapon of any value in time of peace.

The second largest outlet for manufactured aircraft will be found in the field that comes, generally, under the classification of commercial. This includes air transport companies handling air mail and air express, passenger routes, and sight seeing tours. These companies also keep on hand a number of reserve, or emergency, planes.

Its Opportunities Unlimited

The development of this field is new, its opportunities practically unlimited. Existing transport opportunities are being expanded, daily, and new ones formed with amazing rapidity. This is suggested in federal plans that call for the linking of all nations on the American continents in a vast network of aerial routes. Soon we shall be able to fly to any point in North, South and Central America over a system of interconnecting airways operating on schedule with the regularity of surface lines.

Flying schools, where young men are training for pilots' licenses and individual owners are learning how to handle their own stick, also draw heavily from the manufacturer of aircraft. This is only in line with the general expansion of aviation and the crying need for more, and better, pilots, and the necessity for those who fly to be able to operate their own machines.



MAJOR R. H. FLEET

Outstanding in the American aeronautical picture is Major Fleet, president and guiding genius of the Consolidated Aircraft Corporation. To him is due much of the credit for Buffalo's place as second among all U. S. cities in aircraft manufacture. Consolidated is Buffalo's second largest aircraft plant.

The number of private owners and industrial concerns maintaining one or more planes is increasing. The greatest expansion found here is in the industrial field. Successful business men are now using aeroplanes more and more —to save time and to find enjoyment. The oil industry is perhaps the outstanding example in this field and the extreme value of the plane to it is at once evident. Officers and sales executives are quickly transported from place to place, geologists are provided with the most ideal vehicle in which to survey distant prospective oil fields.

So it goes with every business interested in saving time and making money more rapidly.

These planes are being placed before the public through the activity of what may be called a new industry within a new industry. A system of dealers and distributors is being formed and it will touch every section of the country. A new advertising business is being developed that calls for a translation of aeronautical terms into language understandable to the layman.

Money In Distribution

Municipal and privately owned airports, established adjacent to all of our metropolitan centers, have become the scene of sales and display rooms for aeroplanes, engines and accessories. In general, the relation between manufacturer, distributor and retail buyer is similar to that of other automotive lines.

Corporations and individuals, particularly those familiar with modern methods of merchandising motor cars, are obtaining sales franchises for commercial aeroplanes and investing huge sums in distribution facilities. At the present rate of growth these organizations will soon exceed those of manufacturers. These distributors, generally, maintain flying schools in connection with their sales organization.

Aviation shows, such as the one soon to be held in Buffalo, also are a great center for distributor-purchaser meetings, much the same as an automobile show.

(Continued on page 31)

Selling the Aeroplane

(Continued from page 25)

The most efficient way to get these planes from the manufacturing plant to the purchaser is, naturally, to fly them there. It is preferable to a customer, too, for it provides him with the opportunity to have his machine assembled by experts, put it through a test flight and gives cheaper delivery. The saving between flying your plane to the purchaser and shipping it by rail is, acccording to estimate, about 75 percent in time and about 80 percent in transportation charges.

During the past years, planes manufactured in Buffalo by the Consolidated Aircraft Corporation were flown not only to every section of the United States, but as far as Havana, Cuba. It was impossible to fly our seaplanes, used by the United States Navy, because there is so far no seaplane base at Buffalo at which to assemble and test these giant ships. To compete further in this line, it will be necessary to have a marine airport, for no manufacturer can compete with rivals who can save the difference involved between rail and air delivery.

BUFFALO, N. Y.
TIMES
MAR 30 1929

PLANE WRECKED

Two Escape When Craft Hits Telegraph Wires

Telegraph wires along the railroad tracks near Elmwood Ave. and Knocke Street proved disastrous for two fliers who were trying to land their plane at the Consolidated Aircraft Corporation's field yesterday afternoon. The plane struck the wires and crashed onto the tracks below badly wrecked. The two men escaped serious injury.

The fliers, said to be I. R. Graham and Robert Boucher, were visitors at the aviation show. Unfamiliar with the topography surrounding the Consolidated Field, they sought to circle it for a landing. Trying to avoid some high tension cables they failed to see the telegraph wires.

The plane fell on the tracks with a smashed propeller and a cracked wing about 5:30 P. M. The fliers extricated themselves from the debris and with the help of some workmen from the field nearby managed to clear the tracks before a train came through.

Boucher and Graham said the plane had functioned perfectly and assumed all blame for the accident. They suffered a few scratches and bruises.

BUFFALO, N. Y.
NEWS
MAR 30 1929

AIRPLANE IS WRECKED BY TELEGRAPH WIRES

Visiting Pilots Escape Without Scratch in Accident.

Circling to effect a landing on the Consolidated Aircraft corporation landing field with which they were unfamiliar, two pilts in one of the new Fleet ships of the company, drove headlong into telegraph wires strung along the Michigan Central right of way and wrckd thir plan, about 6 o'clock, Friday evening. The two men, I. R. Graham and Robert Beucher, aviation show visitors, escaped without a scratch when the airplane turned over on the railway tracks.

The fliers, who had been making a trial trip in the plane, were attempting to reach the Consolidated field. They were unacquainted with the ground and while spiraling to discover the whereabouts of the landing field, they failed to notice the wires.

The propeller was damage and one wing torn in the crash. The fliers worked swiftly and managed to remove the ship from the rails before the arrival of a train. The men declared the motor and plane were functioning perfectly before the accident and assumed al blame for the smashup.

ERIE, PA.
DISPATCH-HERALD
APR 6 - 1929

FAIRVIEW PORT HAS BUSY WEEK WITH AIR MEN

Ten Planes Stop For Refueling—Give High Praise to Field

With a total of ten planes stopping for refueling, the week just closing has been the busiest since the Erie airport was opened at Fairview. Among the "visitors" was a Fokker monoplane from New York, on its way west.

Seven of the planes were from the Consolidated Aircraft company of Buffalo. One was on its way to Los Angeles, four to Chicago, one to Detroit and one to Cleveland. All of the air folk were in high praise of the condition of the field and the splendid service given, much better, it was asserted, than at many municipal air ports.

More improvements are being made to the field. Progress is being made on the drainage system, rolling and grading is being done and it will not be long nnail the port is in first-class condition.

There are now eight planes at Fairview and three more are expected shortly.

The class of young men training for flying is progressing splendidly and several of the iandidates will be ready to take the air before very long.

Columbus, O. Dispatch
APR 7 - 1929

Buffalo Leads U. S. in Planes and Motors

Engine and Craft Expected to Reach $20,000,000 Total This Year.

Airplane and airplane engine manufacture in Buffalo this year will total approximately $20,000,000, placing Buffalo first among all American cities in aircraft production.

In 1928 its five aircraft manufacturing plants had a combined output of nearly $5,000,000, just a step behind New York city. This does not include production figures of airplane accessory industries, nor of the Irving Air Chute company, largest manufacturer of parachutes in the world and sole source of supply for the air services of 30 governments.

The companies which last year contributed most to Buffalo's advancement in the aeronutical industry—Curtiss Aeroplane & Motor Company, Inc., Consolidated Aircraft corporation and the General Aircraft corporation—used 295,625 square feet of manufacturing space, employed 2105 persons and produced 397 planes and 198 engines valued at nearly $5,000,000. The new $4,000,000 Curtiss plant, which will be opened in April of this year with 448,000 square feet of floor space and a working force of more than 3000 persons will give Buffalo the largest aircraft and aircraft engine manufacturing plant in the world.

The airport is owned and operated by the city and occupies 557.5 acres of level ground. There are two main runways, each 100 feet wide and 3000 feet long, drained and available for service regardless of weather conditions. A general lighting system has just been installed, practically eliminating the hazards of night flying in the vicinity of Buffalo. There are three hangars on the field. Two new ones are now being completed, construction of a third will be started immediately, and plans are under way to bring the number to 30 within a short time.

A temporary site for a marine airport has just been chosen through the co-operation of the Airport Ad-

(Continued on Page Two)

visory board and the Aeronautics committee of the Chamber of Commerce, which will likewise be owned by the city. Temporary hangars will be erected for public use and for the assembling and testing of seaplanes manufactured in Buffalo, until a permanent field may be acquired and improved.

Since Buffalo was placed on the air mail map on December 17, 1927, traffic along its lines has grown from a monthly poundage of 546 to 10,203. Direct lines from Buffalo, operated by the Colonial Western Airways, go east to Albany and west to Cleveland, connecting with linking transcontinental lines. Night lights are now being installed along this route by the federal government, and when this 24-hour-a-day service becomes available, over two-thirds of the United States can be reached from Buffalo by air mail overnight.

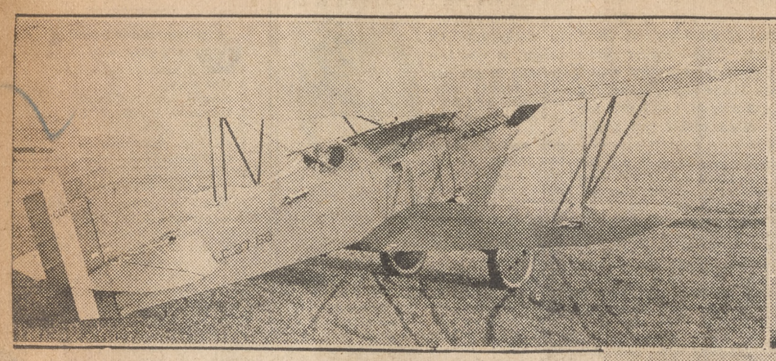
Automotive Daily News
MAR 29 1929

NATIONAL FLYING SCHOOLS SELLS ENTIRE STOCK ISSUE

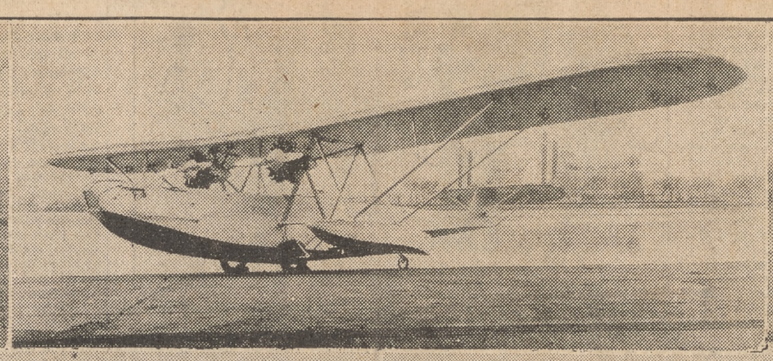
Buffalo, March 28.—The National Flying Schools, Inc., organized by a group of Buffalo airplane builders and business men, has sold its entire issue of capital stock and has $1,250,000 cash on hand with which to begin operations. Lieut. Leigh Wade, round-the-world flyer, vice-president of Consolidated Aircraft Corporation, will be in charge of instruction.

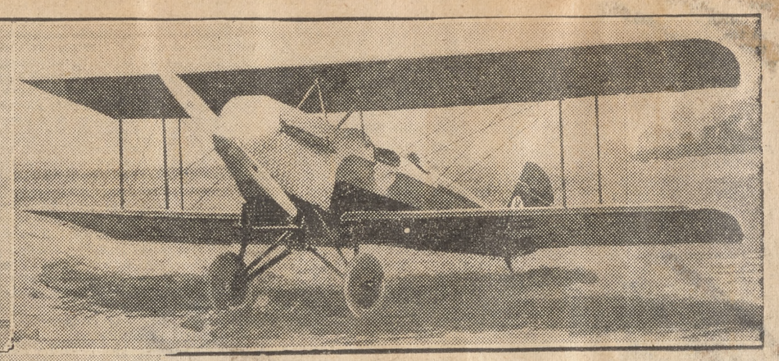
BUFFALO, N. Y.
NEWS
MAR 22 1929

Number of Buffalo Made Planes Will Be Exhibited at Aviation Show

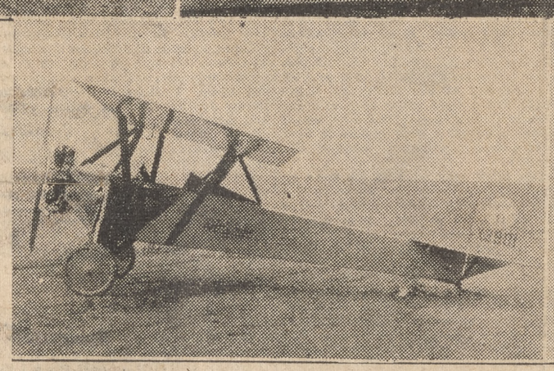


Among outstanding models to be exhibited at the Buffalo Aviation show, opening Saturday in the 106th armory, Best and Masten streets, are a number made in Buffalo. The Curtiss Hawk, made by the Curtiss Aeroplane & Motor Co., is one of the most widely known.





The Hall Aluminum, made by the Hall Aluminum Aircraft corporation, is one of the fastest and most efficient planes of its type now being manufactured.



The Commodore, center, above, carrying 32 passengers, is made by the Consolidated Aircraft corporation, and one is used by the Navy. Below, left: the Aircoupe, made by G. Elias & Brother; right: the Aristocrat, made by the General Airplanes corporation. One of the latter is being used by Commander Byrd.

air Transportation
3/22/1929

Consolidated Wants Airport Used as Port of Entry

BUFFALO, N. Y.—(ATN).—The Consolidated Aircraft Corp. of this city has filed an application with Federal authorities in Washington requesting the consideration of the Consolidated Airport as an airport of entry.

It is understood that the application will be reviewed at the next meeting of the Interdepartmental Committee which has charge of this activity.

NEW YORK, N. Y.
Wall Street Journal
MAR 25 1929

NAT'L FLYING SCHOOLS

Buffalo Organization, Stock Sold, Has $1,250,000 to Start Operations

From THE WALL STREET JOURNAL *Buffalo Bureau*

BUFFALO—National Flying Schools, Inc., organized by a group of Buffalo airplane builders and businessmen, has sold its entire issue of capital stock and has $1,250,000 cash on hand with which to begin operations. Lieut. Leigh Wade, round-the-world flyer, vice-president of Consolidated Aircraft Corp., will be in charge of instruction.

Directors of the schools corporation are: Maj. Reuben F. Fleet, president, Consolidated Aircraft Corp.; Lewis G. Harriman, president, M. & T.-Peoples Bank; Harvey F. Drollinger, M. & T.-Peoples Bank; Lieut. Wade, Lawrence D. Bell and Elbridge G. Spaulding. Flying schools will be established in various aviation centers throughout the country.

BUFFALO, N. Y.
NEWS
MAR 26 1929

The Navy has placed on order with the Consolidated Aircraft corporation, Buffalo, for the installation of a third Wasp engine on the XPY-1 Admiral type seaplane now being tested at the Anacosta Naval Air station in Washington. The giant seaplane has two Wasp motors with an emplacement for a third, which will be installed as soon as the present series of experimental flights are concluded, it was announced by company officials at the show.

* * *

FIVE NEW HANGARS WILL BE ERECTED AT BUFFALO PORT

NY-Daily News Record 3/26/29

Buildings at Municipal Airfield Will Be Built at Total Cost of $300,000

Special to DAILY NEWS RECORD

Buffalo, March 25.—Three commercial transport companies and two flying schools will erect hangars and terminal buildings at the municipal airport involving expenditures aggregating almost $300,000 as soon as the engineering bureau of the Public Works Department completes a survey of 37½ acres of land adjoining the flying field which recently was acquired by the city.

This additional property will be subdivided and leased by the city to airplane manufacturing and operating companies but before any development can be started ,the property must be surveyed, runway areas laid out and a drainage system installed. It is expected at least six weeks will elapse before any construction work is started by the various companies whose application for sites now are being brought before the city for approval.

The Colonial Western Airways, Inc., operating the Albany, Buffalo, Cleveland air mail and passenger route, plans the erection of a modern passenger terminal and hangar costing $100,000. This structure will be a duplicate of the terminal recently completed by the company at the Albany airport. The Gray Goose Lines, Inc., and the Sky View Lines, Inc., also have applied for space upon which to erect hangars and other service buildings.

The Curtiss Flying Schools, Inc., of New York and the National Flying Schools, Inc., Buffalo, the latter a new $1,250,000 corporation headed by Major Reuben H. Fleet, president of the Consolidated Aircraft Corp., of Buffalo, will establish the first of 25 student training schools in Buffalo, and are awaiting completion of surveys so they can select sites for hangars.

The new plant of the Elias Aircraft & Manufacturing Co., also will adjoin the flying field with direct connections with the Lehigh Valley Railroad. Several other plants also are contemplating deveolpment either at the airport or on sites adjacent to the flying field.

Construction work is progressing rapidly on the two new hangars for which contracts recently were awarded by the city. Each of the two new structures will be 102 feet wide and 183 feet long with lean-to structures 20 feet wide and 183 feet long for machine shops, offices, supply rooms, heating facilities and sanitary arrangements. This work is expected to be completed early in May.

Lieut. Nathaniel E. Duffy, airport director, says the new beacon-way between Buffalo and Cleveland, to make night flying of air mail possible, will be completed early in April, so there is urgent necessity for speed in the development of the new night lighting system at the Buffalo airport. Bids for this work already have been received and it is expected the contract will be awarded within the next two weeks.

Plans for the construction of a control tower and additions to the administration building have progressed to the point where the city is ready to advertise for bids. These additions will provide for customs, immigration and postoffice facilities and for waiting rooms for passengers. The control tower will carry the new beacon and will be used for directing incoming and outgoing planes.

PLANE WRECKED

Buffalo Times

Two Escape When Craft Hits Telegraph Wires

3/30th

Telegraph wires along the railroad tracks near Elmwood Ave. and Knocke Street proved disastrous for two fliers who were trying to land their plane at the Consolidated Aircraft Corporation's field yesterday afternoon. The plane struck the wires and crashed onto the tracks below badly wrecked. The two men escaped serious injury.

The fliers, said to be I. R. Graham and Robert Boucher, were visitors at the aviation show. Unfamiliar with the topography surrounding the Consolidated Field, they sought to circle it for a landing. Trying to avoid some high tension cables they failed to see the telegraph wires.

The plane fell on the tracks with a smashed propeller and a cracked wing about 5:30 P. M. The fliers extricated themselves from the debris and with the help of some workmen from the field nearby managed to clear the tracks before a train came through.

Boucher and Graham said the plane had functioned perfectly and assumed all blame for the accident. They suffered a few scratches and bruises.

PLANE TANGLES WITH TELEPHONE WIRES, CRASHES

Buffalo Courier-Express

Two fliers escape with minor injuries in mishap at Consolidated landing field

3/30/29

Lack of familiarity with the field they were trying to reach, was blamed last night for the crash here of an airplane containing two visiting pilots, who escaped with minor injuries. Their plane was badly wrecked.

The plane, one of the sturdy and dependable little Fleets, was flown by two men said to be I. R. Graham and Robert Boucher, who are here visiting the aviation show. It crashed on the railroad tracks near Elmwood avenue and Knocke street.

The accident happened when the flyers, trying to reach the Consolidated company's nearby field, and entirely unfamiliar with the topography of that section, started to circle for a landing. In their efforts to avoid some high tension cables, they failed to notice the telegraph wires strung along the railroad's right of way.

Hits Telegraph Wires

The plane crashed into the telegraph wires, was thrown out of control and toppled down onto the tracks below. The propeller was smashed and one of the wings cracked. Graham and Boucher, neither of whom had visited the Consolidated's field before, managed to free themselves from the wreckage and take a hurried inventory of the situation.

This was about 5.30 p. m., yesterday. At 5.45 o'clock an express train was due to pass. Although considerably shaken by their fall, Graham and Boucher, working frantically, cleared the tracks before the train approached, a task which they accomplished with the aid of workmen from the field.

Then, for the first time, both flyers, who said the plane had functioned perfectly until it was dashed into the telegraph wires and who assumed all blame for the accident, gave attention to their own injuries, which were confined to a few bruises and abrasions.

BUFFALO, N. Y.
COURIER
MAR 24 1929

Aviators to attend reserve officers' dinner Thursday

Aces of the aviation world will be present Thursday night at the joint dinner and dance to be held by the Buffalo chapter of the Reserve Officers' Association and the Air Corps Reserve organization, at Hotel Lafayette. The speaker will be Capt. Harrison W. Flickinger of the United States Air Corps. Maj. J. J. Kingsbury of the local U. S. Veteran bureau will preside.

Those invited to attend include Leigh Wade of the Round-the-World flight, and vice-president of the Consolidated Aircraft Corporation; F. Trubee Davidson, secretary of war in charge of aviation; Col. Delos Emmons, Capt. Ira Eaker, pilot of the Question Mark; and Lieut. Lester Maitland, pilot of the Army Fokker plane from San Francisco to Hawaii.

Officers from Wright field, Dayton; Selfridge field, Mt. Clemens, Mich., and Mitchell field, Long Island, are expected to attend. Manufacturers and exhibitors who have planes at the aviation show, have been asked to attend.

PERU BUYS HUSKY PLANES

Six Training Ships Ordered from Consolidated Aircraft.

3/28/29

Six Husky-type training planes have been ordered from the Consolidated Aaircraft corporation by the government of Peru for military purposes, according to announcement Tuesday. The order involves approximately $75,000.

Three other military contracts also have been awarded the company, one from the Navy department and a second from the Army air corps. The two United States army contracts aggregate $102,000 and are for spare parts only. The navy ship is to be a Consolidated Husky.

The six biplanes ordered by the Peruvian government were sold by Leigh Wade, chief test pilot of the company, who sold his own ship to the South American government for experimental purposes. The order was the result of tests made by Peruvian pilots.

WORK STARTED BY CONSOLIDATED ON TRI-MOTORED LINE

Daily News—Record, NY, 3/26/28

Two Planes to Be Ready in Early Summer for New York-Buenos Aires Service

Special to DAILY NEWS RECORD

Buffalo, N. Y., March 25.—Construction work has been started by the Consolidated Aircraft Corp. on the six giant multi-motored Pullman type seaplanes which have been ordered by the Tri-Motored Safety Airways, Inc., of New York, for passenger service between New York and Buenos Aires.

Ray H. Whitman, an executive of the Consolidated company, reports that the first two of these giant ships will be delivered early in the summer and the other four will be completed and ready for service on the New York-Buenos Aires route later in the summer. These planes are being built at the Buffalo plant at a cost of $150,000 each, the total order aggregating $900,000.

NAVY PLANE TO HAVE THIRD WASP ENGINE

NY-Daily News Record 3/27/29

Buffalo, N. Y., March 26. — A third Wasp engine will be installed on the giant Admiral type seaplane known as XPY-I by the Consolidated Aircraft Corp., of Buffalo, which built the plane for the Navy Department at a cost of approximately $300,000.

This machine, which now is undergoing Navy department tests at the Anacostia Naval Air Station, has an emplacement for the third engine and the company announced the receipt of an order from the Navy department for the placing of a third Wasp engine on the plane after the present tests are completed.

Contract To Install Wasp Motor on Navy Patrol Ship

Air Transportation 3/29/29

WASHINGTON, D. C. (ATN).—The Navy Department has awarded to the Consolidated Aircraft Corp., of Buffalo, the contract to install an additional engine on the new Navy patrol flying boat manufactured by Consolidated.

The third motor will be placed over the center section. All three engines are Wasps.

Buffalo News

AIRPLANE IS WRECKED BY TELEGRAPH WIRES

3/30/29

Visiting Pilots Escape Without Scratch in Accident.

Circling to effect a landing on the Consolidated Aircraft corporation landing field, with which they were unfamiliar, two pilots in one of the new Fleet ships of the company, drove headlong into telegraph wires strung along the Michigan Central right of way and wrecked their plane, about 6 o'clock, Friday evening. The two men, I. R. Graham and Robert Boucher, aviation show visitors, escaped without a scratch when the airplane turned over on the railway tracks.

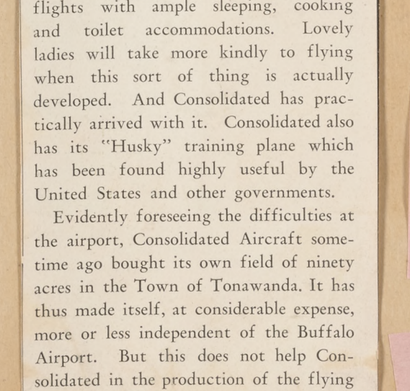
The fliers, who had been making a trial trip in the plane, were attempting to reach the Consolidated field. They were unacquainted with the ground and while spiraling to discover the whereabouts of the landing field, they failed to notice the wires.

The propeller was damaged and one wing torn in the crash. The fliers worked swiftly and managed to remove the ship from the rails before the arrival of a train. The men declared the motor and plane were functioning perfectly before the accident and assumed all blame for the smashup.

Town Tidings --

March 1929

Three famous "Made-in-Buffalo" aircraft. Top, the "Aristocrat" of the General Airplanes Corp., which Commander Byrd took with him on his South Polar Expedition. Center, the "XPY-1," the largest flying boat in the U. S.



Politics and the Airport

HERE is the Consolidated Aircraft Corporation which recently covered itself with glory in the production of a large flying boat which the United States Navy calls "XPY-1". This Consolidated baby is a monoplane with a wing span of 100 feet. The boat is sixty feet long. It has two 430 horsepower motors with a high speed of 120 miles per hour and a cruising speed of 100 miles per hour. With its crew of five men including two pilots, a radio man, a man in the bow who acts as machine gunner, observer and navigator, and another machine gunner aft, this boat has a patrol range of 3,000 miles without refueling. It can take off from the water in thirty seconds.

But, most significant for Buffalo is the fact that this boat has unique possibilities for commercial use on the Great Lakes, along other national waterways, on routes from Buffalo to the St. Lawrence and to the lakes of northern Canada. With three motors it can carry 32 passengers, with two pilots and a steward. This craft makes possible luxury air travel — long over-night flights with ample sleeping, cooking and toilet accommodations. Lovely ladies will take more kindly to flying when this sort of thing is actually developed. And Consolidated has practically arrived with it. Consolidated also has its "Husky" training plane which has been found highly useful by the United States and other governments.

Evidently foreseeing the difficulties at the airport, Consolidated Aircraft sometime ago bought its own field of ninety acres in the Town of Tonawanda. It has thus made itself, at considerable expense, more or less independent of the Buffalo Airport. But this does not help Consolidated in the production of the flying boat. If this boat is anything like the commercial success which is indicated, Consolidated will have to have a seaplane base. It is keenly interested in Buffalo's waterfront plans and fervently hopes that something will actually be done about it.

ASIDE from the interest of Consolidated and also the Hall-Aluminum managements in the seaplane base, it is quite evident that Buffalo can hold out no inducements to other aircraft industries interested in the construction of seaplanes without this base. It can hold no inducements to transport companies using seaplanes on the Great Lakes, to northern Canada, the lower St. Lawrence or other points, without this base; especially in view of the obvious natural handicap of ice along the waterfront so many months of the year.

Someone has asked the question, "Why should the city of Buffalo be expected to develop a seaplane base for the use of producing companies?" But this, flying men feel, is not a question of right and wrong or the fitness of things, but just how far Buffalo wants to go to attract aircraft industries and transport business to the city.

Incidentally, it may be mentioned that the site for a seaplane base most favored by air-minded men is in that portion of the waterfront near the foot of Porter Avenue. The city owns the land. Necessary filling could be done cheaply and the total expense of development including hangars and incidental equipment might be kept down to $250,000. Three or four men would be able to care for the place adequately.

BUFFALO, N. Y.
NEWS
MAR 27 1929

CONSOLIDATED GETS AIRCRAFT ORDERS

Army Places Order for Spare Parts, Costing $102,000.

Two United States army contracts aggregating nearly $102,000 and said to be one of the largest orders ever placed for spare parts only, have been received by the Consolidated Aircraft corporation, 2050 Elmwood avenue, Ray P. Whitman, assistant to the general manager, said today.

An order for six Consolidated Husky-type training planes from the Peruvian government in South America, involving approximately $75,000, in addition to an order from the Navy department for a Consolidated Husky of the NY-3 type, powered with a Wright whirlwind J-5 220-horsepower motor, have been also received, Mr. Whitman said.

Construction work has been started on the six multi-motored Commodore type seaplanes which are to be made for the Tri-Motored Safety Airways, Inc., at a cost of $900,000, Mr. Whitman said. It is expected that two of these seaplanes will be delivered by the middle of summer and the remaining four by the end of the year.

A third Pratt & Whitnew geared Wasp motor of 570-horsepower will be installed on the giant "Admiral" military type seaplane, which was recently given a two-motor test by Navy department officials, Mr. Whitman said. Navy officials wish to obtain comparative data, Mr. Whitman said.

NEW YORK TELEGRAM
MAR 28 1929

GETS U. S. PLANE ORDER.

Two orders for $102,000 worth of airplane parts for the United States Army have been placed with the Consolidated Aircraft Corp. of Buffalo. An order has been received from the Peruvian government for six training planes with an aggregate value of $75,000.

BOSTON
NEWS BUREAU
MAR 29 1929

CONSOLIDATED AIRCRAFT CORP.

Buffalo—Two orders for $102,000 worth of airplane spare parts for the army have been placed with Consolidated Aircraft Corp. It also received an order from Peruvian government for six Husky type training planes with aggregate value of about $75,000.

NEW YORK, N. Y.
Wall Street Journal
MAR 29 1929

Consolidated Aircraft Corp.

From THE WALL STREET JOURNAL *Buffalo Bureau*

BUFFALO—Two orders for $102,000 worth of airplane spare parts for the United States Army have been placed with Consolidated Aircraft Corp.

Company also has received an order from Peruvian government for six husky type training planes with aggregate value of about $75,000.

NEW YORK WORLD
MAR 29 1929

Aircraft

Consolidated Aircraft gets $102,000 order from United States Army and $75,000 order from Peru.

TIME
APR 1 1929

AERONAUTICS

Buffalo Show

Buffalo this week held its first air show. The event had significance less for number of planes exhibited (50) and the amounts of planes sold and dealer contracts closed than for two other reasons:

1) The Buffalo show, more than the Detroit show, which will occur the second week in April, has international aspects. Detroit has across its international Detroit River only small Windsor in rural Ontario. Buffalo has beyond the Niagara River prosperous Toronto in industrialized Ontario.

2) It was the first time that Buffalo had made much boom-boom over its eminence in the aviation industry. Greater New York City last year produced $9,000,000 worth of flying goods in 16 manufacturing plants. Buffalo, eleventh in U. S. population last year produced $4,911,252 worth.* Detroit, fifth city, produced $3,500,000 worth; Los Angeles, fourth city, $2,750,000.

To the Curtiss Aeroplane & Motor Co., Inc., the Buffalo Chamber of Commerce grants prime importance in the community. President Clement Melville Keys, who has every one of his fingers in some aviation pie or other, and Vice President C. Roy Keys, his brother, have made Curtiss Aeroplane & Motor one of the largest self-contained units of the industry. Almost all present aircraft concerns make only planes, buy their motors elsewhere. Curtiss manufactures motors as well as ships. Curtiss builds *Hawks, Falcons, Condors* and *Fledglings*, all military planes which can be modified for transports and gadabouts. In motors it builds the powerful *Challenger* and *Chieftain*, both air-cooled, and the *Conqueror* and *D-12-d*, both water-cooled.

By building *Huskies* and other training planes favored by U. S. military forces, Consolidated Aircraft Corp. has attained high rank. President R. H. Fleet and associate executives have recently formed the Fleet Aircraft Corp. to manufacture *Huskies*, renamed *Fleets*, for civilian purchase.

Less than a year ago General Airplanes Corp. (A. J. Brandt, president), began business in Buffalo. Already it has sold more than $1,000,000 worth of its *Aristocrats* and *Surveyors*. It counts on selling $3,000,000 worth this year. Commander Byrd took an *Aristocrat* to Antarctica.

Hall-Aluminum Aircraft Co. (Charles Ward Hall, president), G. Elias & Bro., Inc. (A. J. Elias, president), and Eberhart Aeroplane & Motor Co., Inc. (Cleburne Eberhadt, Jr., president), have produced little so far but are experimenting much.

*Detroit's All-American Aircraft Show will display 107 planes, surpassing Chicago's International Aeronautical Show of last December (TIME, Dec. 17). Manhattan conducted a much smaller show in February (TIME, Feb. 18). Pittsburgh's first exhibition a fortnight ago held 23 planes and five gliders, initiated many a sale and agency. Other important air shows this year are scheduled at Indianapolis and Cleveland. The Gardner Annual Trophy Race at St. Louis also functions as a show.

SIX BIPLANES COMPLETED

Fleet Aircraft Corporation Makes Delivery This Week.

Delivery of six Fleet biplanes, manufactured by the Fleet Aircraft corporation will be made Friday, according to announcement Thursday by Lawrence D. Bell, president.

Two of the new machines will go to Chicago, two to Tulsa, Okla., one to Chattanooga, Tenn., and the sixth to the aviation show at Detroit and later to New York.

The last ship, which was purchased by Earl B. Osborne, editor and former published of "Aviation," an aeronautics magazine, will be flown by him to the Detroit exposition and at its conclusion, to New York.

BUFFALO COURIER-EXPRESS, SUNDAY, APRIL 7, 1929

Aircraft Chief Buys Chrysler Coupe

Lawrence S. Bell, president of the Fleet Aircraft, Inc., and vice-president of the Consolidated Aircraft, Inc., takes delivery of a Chrysler 75 coupe from Roy Justice, local Chrysler distributor. "Quality begets quality and Fleet and Chrysler go hand in hand," said Mr. Justice.

Student Pilot Takes Lessons From Noted Fliers

Above, Dennis Newman (left), student pilot at the Consolidated flying school, preparing to go aloft with Lieut. Fred C. Nelson. Lower view shows Newman learning some of the fine points of aero motors from Lieut. Leigh Wade (right).

200 READY TO TAKE LESSONS IN AVIATION

Local school soon to start large class in aero study

By ANNE M. McIHENNEY

The first of the new flying schools, predicted, presaged, enthusiastically described and ballyhooed at the recent Aviation show, is under way at the Consolidated Aircraft Airport, where a group of students are finishing up individual courses in training and preparations are being made to start off a new class numbering close to 200 young women and men this week.

The school, unit one of the National Flying Schools, Inc., is sponsored by Consolidated Aircraft and comprises a succinct answer to the cry of moderns—"What must we do—join the Army in order to fly safely and sanely?—and what about girls?"—that has echoed throughout the country ever since the Lindbergh flight so graphically and vividly fired young imaginations.

Two Noted Instructors

National Flying Schools intends to operate throughout the country with Buffalo as the hub and headquarters of both its primary training course and advanced and instructors' schools and in addition to starting out in first place with such a tremendous class all ready to hop off and with its own training field and organization, Lieut. Leigh Wade, famous flyer who is vice-president of the Consolidated company, announced yesterday that the school will begin under the guidance of two of the most noted flying instructors in the country, Lieuts. Fred C. Neelson and Hez McClellan of the U. S. Army.

Every army flyer and every man graduated from any army flying school since the war has passed under supervision of either or both Nelson and McClellan. The former is noted as the dean of the Instructors' School of the United States Army and will be in charge of the actual flying training of students and head the school for flying instructors. Both hail from Duncan Field, San Antonio, Tex.

"It is our aim to establish a school using a standardized method of instruction in flying from standard equipment," said Lieut. Wade. "The day when a person could pick up a haphazard knowledge of flying, do a few hours solo and then start out as a pilot, is gone. The Department of Commerce and the Aeronautical Chamber of Commerce has raised strict requirements for licenses. We intend to build up the flying industry through developing pilots in the manner the public would want if they knew as much about the essentials and requirements of flying as we do.

"For eight years the army has been experimenting, devising, enlarging and concentrating on an instruction course. And in that time it has succeeded so admirably and instituted such splendid training that most people believe, and rightly so, that the army is the best place to learn to fly.

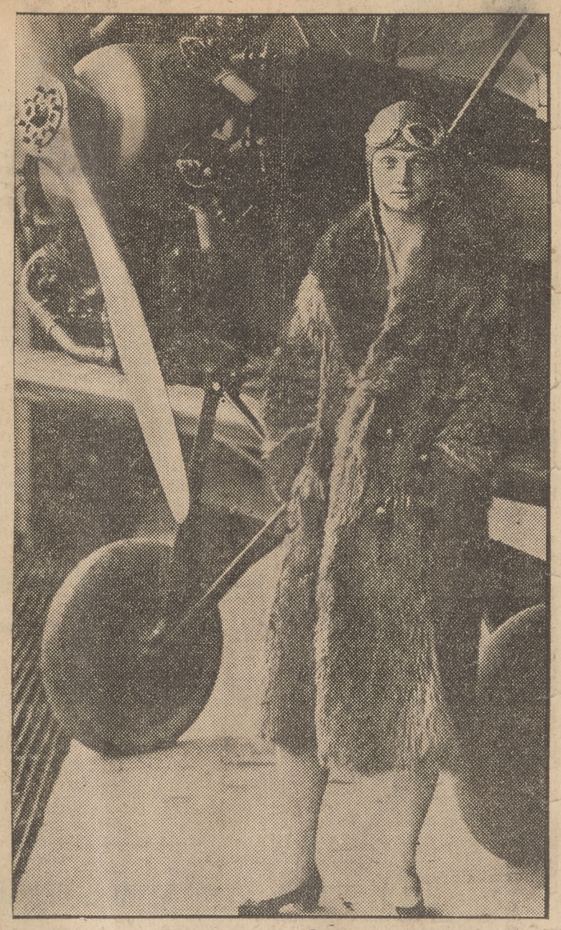
"With Nelson and McClellan here, the planners and biggest participants in standardizing the army course, our system more than conforms to the requirements set up by the Department of Commerce and the Aeronautical Chamber of Commerce. It is the first course comparable to the army's."

And so, 200 youngsters, one of whom has journeyed 600 miles from South Bend, Ind., to attend the course, will report for roll call next Monday, don flying "monkey" suits for the first time and get an official whiff of the ozone way up there and a personal introduction to a cockpit which will be theirs for some time to come. Most of the students are enrolled for twenty-hour flying course, which means that they are taken through the instruction school, given classes in meteorology, navigation, air engines, airplane analysis, instrument analysis, aerodynamics, parachuting, airplane and air engine design and air commerce rules and regulations, in addition to completing under supervision their twenty hours of solo flying needed for a pilot's license. Many of these are expected to go on to the 50-hour course and many others are already enrolled for the course which takes them through 210 hours of flying and instruction.

The Consolidated Fleet plane, until recently named the Consolidated Husky and evolved after years of experimenting in army training planes, will be used as standard equipment for this school and the others to be soon founded in other centers. The Fleet is the finished product of specialized development of training planes by the government and is essential for the proper tutelage, maximum benefit in the minimum time and greatest safety for students. The plane is almost crash proof and has been crashed into the ground at full speed in testing and come out without major damage to plane and no damage to cockpits. Parachutes are also supplied with the course and a special class will be given in this by Lieut. McClellan.

Shortly after the start of the student school the army officers will begin operation of the instructors' school, graduates of which will be used in organization work of the other unit schools of the system. Lieut. Wade, who was one of the round-the-world flying crew, will personally go through this school as an inspection tour and later will be in active charge of many of the branches.

Aero Record-Holder Visits City



MISS LOUISE McPHETRIDGE

West Leads East in Flying, Pacific Coast Aviatrix Finds

Woman who set two records to have one broken, believes they mean little

Mrs. Herbert Thaden of Pittsburgh, a young lady of much personality and ability, who is better known as Miss Louise McPhetridge, the girl flyer of the Pacific coast who set the ball of women's endurance flights a-rolling a year ago, visited Buffalo yesterday to inspect the Fleet training plane of the Consolidated Aircraft Company and to view local aviation manufacturing.

It was Mrs. Thaden's endurance record of 22 hours, three minutes and twelve seconds which Miss Eleanor Smith, seventeen-year-old flyer, broke last week.

Records Must Fade

"These flying records don't last long," Mrs. Thaden said yesterday, laughing with great humor. "I only set that March 16th and 17th, a little over a month ago. And now look what's happened!"

Mrs. Thaden still has the women's altitude record of 20,270 feet and may try soon to regain the endurance mark.

"I'm out of sensational flights" she said soberly in the early part of an engaging interview, but later changed her mind to opine that she might "try again."

"They don't mean such an awful lot, these records," she said. "It's all the plane, the motor and the conditioning. If everything is all set all you have to do is to sit there and fiddle with the controls. Of course there must be a lot of preparation—re-designing so as to include more gas space, and motor and stress tests to make sure that everything is right. After that it becomes a sitting contest."

250 Hours to Credit

Mrs. Thaden, who is but 23 years old, has been flying but a year and a half and in that time has completed more than 250 hours of solo flying. She is known on the Pacific coast as the leading woman flyer and has an expert knowledge not only of piloting but of aerodynamics. She went to the coast as an employe of the Trevelair Company and in this capacity learned to fly. Later as head of one of the Pacific offices she had a plane at her disposal.

Although "out of sensational flying," Mrs. Thaden went on to discuss her entry in the woman's air derby in connection with the national air races, with enthusiasm. The event will be run off in August and already ten entrants have been listed, including Eleanor Smith. The race will be from Los Angeles to Cleveland and will be made up of daily four-hour flights, the race to be determined on a total time basis. She will pilot a Travelair in the race.

Says West Aero Leader

Flying on the west coast is far ahead of the rest of the country, the girl flier stated.

"Oakland has one of the largest airports in the country and certainly the finest," she said. "It has four large hangars, each capable of housing 60 or 65 ordinary commercial planes. The coast is dotted with airports and emergency fields. Of course, geographically and climatically, the west coast is ideal for flying. Fine weather and few storms make flying possible at all times.

"In the East things are much different. There are few emergency fields and you never see the number of planes continually in the air that you do in the West.

Finds Flying Safe, Sane

"Everybody flies out there and soon the whole country will be taking to the air," she continued. "Flying is now both safe and sane. The new planes are almost self maneuverable. Learning to fly is certainly as easy as learning to drive a car. Personally, I prefer it. To me the only dangerous thing about flying is driving to and from the airports:

"These recent crashes, air-accidents, are due to bad operating. All department of commerce investigations have discovered that each and every one was due to some error on the part of the pilot. The answer is more flying and better pilots."

Mrs. Thaden motored to Buffalo from Pittsburgh with her husband who is an official of the Pittsburgh Metal Airplane Company. He is negotiating the purchase of sixteen Fleet training planes for the Pittsburgh Aviation Industries, a subsidiary of the airplane company which is establishing flying schools there.

Mrs. Thaden took one of the Fleet planes up for an hour yesterday, stunting and testing the craft for her husband. She acclaimed it the finest training plane she has flown and spent an hour or so going over the major features and engine. The Thadens will leave for Pittsburgh again Thursday morning.

June 1929 THE AERONAUTIC REVIEW

Navy Tests "The Fleet"

Two-place training and sports plane before board

THE FLEET, training and sports airplane, formerly designed and manufactured by the Consolidated Aircraft Corporation, Buffalo, under the name of "Consolidated Husky, Jr.," is now undergoing rigid service tests by the Navy's flight test board at the Naval Air Station, Anacostia. The plane has been purchased by the Navy as a possible standard training plane for Naval aviation students.

The Fleet is the outgrowth of the experience gained in almost eight years of specialization in the design and production of training aircraft. The many advanced features found in *The Fleet* are based upon the lessons learned during the operation of more than 700 Consolidated Husky training planes at 140 different stations throughout the Western Hemisphere. For the past five years, the Consolidated Husky has been the standard training plane of the United States Army Air Corps and Naval Air Service and also has been widely used in five foreign countries.

TWO-PLACE SHIP

The Fleet is a two-place, single-bay type with seats in tandem closely coupled to facilitate training. It is designed to take engines in the 60 to 150 horsepower range of radial air-cooled motors.

The plane has a wing span of 28 feet, an overall length of 20 feet 9 inches, and an overall height of 7 feet 10 inches. The wings are rectangular in plan form, and both upper and lower wings are set at zero degrees incidence. The lower wings are rigged with four degrees dihedral, while the upper wing has none. Both wings are based upon the Clark "Y" airfoil section, expanded to 15 per cent. The wing structure incorporates spruce spars and aluminum alloy ribs. It is possible to replace either front or rear spar in either upper or lower wing panels without destroying or losing a single rib or fitting, a point of great advantage from the standpoint of ease and cheapness of maintenance. Ailerons incorporating a Frise-type balance are installed on the lower wings only and afford excellent lateral control because the lower wings do not reach the burble point until their angular relation to the horizontal is 8 degrees greater than that of the upper wing. The aileron control system is patented and is a feature of this plane.

GRAVITY FEED

The fuel system incorporates a 24-gallon tank built into the center section of the upper wing, thereby providing simple gravity feed.

The Fleet at present is manufactured in two models under Department of Commerce approved type certificates 122 and 131, allowing the choice of either the Kinner or the Warner engines.

The weight empty of the Model 1 is 976 pounds, the disposable load is 554 pounds, and the gross weight loaded is 1,530 pounds. The Model 2 empty weighs 1,022 pounds, the disposable load is 560 pounds, and the gross weight is 1,582 pounds.

High speed of the Model 1 with full load at sea level is 111 m.p.h., while the Model 2 is 3½ miles faster. The cruising speed of either ship is 90 miles per hour and the landing speed 40 miles per hour. The climb at sea level is 930 feet per minute and the ceiling is 16,000 feet.

"THE FLEET" IN FLIGHT

This is a direct descendant from a noble ancestor

OFFICIAL AVIATION NEWS

BY LIEUT. EMIL M. FARRIS

The President of the United States has said: "If the people are to remain politically free, they must be economically free." Business welcomes aviation to share the wonderful times ahead, welcomes it to the lists of those who believe in America's industrial system, a system which allows business to regulate itself, a system which insists that the government is cast in the role of umpire, assuring fair play to each individual.

We, the people of Buffalo, those of us who are air-minded and those who are fast becoming air-minded, are indeed proud to know that the above words reflect upon our industries in Buffalo. Some of these most prominent are: The Fleet Aircraft Corp., Consolidated Aircraft, Inc., the Curtiss Airplane Corp., A. J. Elias & Son, Irving Air Chute, and many others.

* * * *

The airplane has come to the rescue of the airplane industry as far as the minority stockholders in Buffalo of the Kinner Motor Co., located in far away California, are concerned. Papers in a suit to restrain the sale of the Kinner Airplane Motor Corp. assets were forwarded by airplane at one o'clock yesterday in a race against time in which four to six million dollars are actually involved. The possible saving of this huge sum could not be realized but for the saving of time by the use of the airplane.

The papers in this suit will be served on the Kinner officials Thursday and the argument will be in court the same day. If it were not for the airplane the minority stockholders of Buffalo would be "out of luck" because there would be no way by which they could have filed suit in time but for this tremendous speed of the airmail.

Comments on this column, the first of which apepared in Monday's TIMES, were received. The aviation editor wishes to thank those who so kindly took the time to write. The complimentary comments were overwhelming. It will be our policy to follow those laid down by the publishers of the Buffalo TIMES, and that is to be fair, honest and do all possible to promote the aviation industry to its highest extent.

* * *

It is about "time" that somebody put the "bug" in Councilman Frank Perkins' ear about "his" gas well, located on the city airport. This gas well is without question the greatest danger to fliers who visit the airport. Up to date there hasn't been a single accident at the Buffalo Airport. A record well accomplished due to the field management. It will be a catastrophe some day when some pilot unfamiliar with the field, will fly into this obstruction and cause a fatality. If the well was of any benefit nothing would be said. But who wants to gamble a few dollars' worth of gas with that of human life? Won't the city officials get together and pass a resolution or whatever is necessary to eliminate this danger? It will be greatly appreciated by all pilots and all concerned.

* * *

It was indeed a very worthy deed that Pilot Earnest E. Bashan performed Monday when he went to the rescue of the Ford plane piloted by Carl Rach. Fog is the aviator's greatest danger. Excellent judgment was shown by the Ford pilot when he stayed in the same location flying around attracting attention so that some effort would be made to direct him to the airport. Many folks were under the impression that Pilot Rach was in great danger. This is foolish inasmuch as he had enough gasoline supply to return to Detroit from where he started. The whole secret of the incident was that he found a clear space in the fog and made this his rendezvous until Pilot Bashan appeared in front of him. No less than 100 telephone calls were received at the airport, most of them complaints stating the pilot was doing tricks with his three-motored ship. Lieut. McClennen, from the Consolidated Airport on Military Road, also tried to locate the missing plane, but was a little late.

* * *

After the lost flier arrived over the field another hazard was ahead: "No lights to show the runways." Some quick thinking was done by Chief Mechanic Charles (Dolley) Froesch and Pilot Moultrop of the Ford Company. Gasoline and oil was streamed along the edge of the runway and ignited, and another barrel was ignited in the middle of the field. The smoke from the latter acted to show the direction of the wind while the other directed the pilot where to land.

It is hoped that when the lights are installed at the field, good judgment will be used in selecting the proper and most efficient light. Let's forget politics for just this once, this is too important. And while the council is about it, why not change the beacon? The one that is there now is an insult to one's integrity.

* * *

Lawrence D. Bell, president of the Fleet Aircraft Corp., vice-president and sales manager of the Consolidated Aircraft, Inc., was born in Mentone, Indiana, a little unbeknown town way out west. He was educated in the schools of sunny California. In 1912 he became associated with the Glenn L. Martin Aircraft Co., building the giant Martin bombers for the government until 1917 when he became involved in the merger of the Wright-Martin Co. Here Mr. Bell went to Cleveland and built the Wright-Martin plant and organized its personnel. He became connected with the Buffalo organization last July in the capacity of sales manager. Since then his promotion has been rapid. Vice-president of Consolidated in a few months, and president of the new Fleet Corp., a few months later.

* * *

Sherman M. Fairchild, airplane authority, said, "If we are ever to be a flying nation, we must first fly as individuals."

* * *

What does the immediate future hold? It would be rash to venture a prediction. Already one of our experienced airmen is planning a non-stop flight around the world. Great projects are "in the air" and for the air. An interest and almost feverish activity is everywhere in evidence.

* * *

And Rear Admiral W. A. Moffett tells us "That ships using airplanes can see farther and shoot farther and hit harder than any weapon known." American aviation activity is accomplishing two things: Commercializing the airplane and giving civilians a training that will prove most valuable in time of war.

* * *

Airport Slang Expressions.

Barracks Flying—The conversational brand of aeronautics. Productive of the world's best airmanship. Favorite occupation of all "aviators."

Balloonite—One who flies balloons.

Cabre—To fly at a stalling angle, waiting for other planes in formation to catch up.

Ceiling—The maximum altitude to which any given plane can rise.

Crab—Pointing the plane one way to fly another; method of correcting for a cross wind.

Crash—Anything worse than a bad landing.

* * *

The National Flying Schools, Inc., is building an airport just opposite the one belonging to the Consolidated Aircraft. The new field is located on Military Road, south of Tonawanda. One side of the field borders on the Niagara River. This probably means Buffalo's first water landing facilities.

* * *

A new invention, the air siren, is a very practical one for aviators. This is attached to the plane on one of the wings. Its power is derived from a small propeller attached to the armature of the siren. When in operation it makes a screeching noise similar to the fire engine. It can be used in many ways as warnings, and if properly legislated should prove very beneficial in case of emergency.

* * *

APRIL IN THE AIR.

April was a memorable month to the old-time aviators. Here are a few of the outstanding events that took place in April:

1875, April 15—Gaston Tissandier Civel and Croce-Spinelli made an ascension to 8,600 meters. Tissandier alone escaped death.

1902, April 4—The first American airship Leo Stevens' first ascent in the first American airship, on which he had been working since 1900. The flight was made in front of the Oriental Hotel at Manhatten Beach, New York. Over fifty ascents were made during the year.

1908, April 2—Aviation section of the Aero Club was formed. Its purpose was to promote experiments and providing opportunities for such experiments.

1909, April 5—First motion pictures from an airplane were taken.

1910, April 10—For five days Glenn Curtiss, C. F. Willard and J. C. "Bud" Mars gave exhibition flights at Memphis, Tenn. This was the beginning of extensive exhibition flying done by Curtiss fliers all over the country in the years to follow.

1910, April 10—First intercollegiate aeronautical convention. Delegates from University of Pennsylvania, Cornell, Columbia, Princeton, University of Virginia, Haverford, Swarthmore and Tufts were present. The convention was held in Philadelphia.

1913, April 3—Calbraith P. Rodgers, first man to make transcontinental flight. Miss Harriet Quimby flew across the English Channel.

1913, April 24—New world altitude record for hydros, established at Pensacola by Lieut. P. N. L. Bellinger, U. S. N.

1917, April 6—Declaration of war and the expansion of the aviation section, Signal Corps, through various stages to the Air Corps of today.

1921, April 11—Numerous bills were introduced for the regulation of air navigation, the majority of which are laws today.

1923, April 17-19—New world endurance record at Dayton, Ohio. Made in Army transport plane (monoplane), Liberty motor, by Lieutenants J. D. McReady and O. G. Kelley. Time, 36 hours.

1924, April 24—The start of the round-the-world flight.

* * *

ANSWERS TO INQUIRIES.

Earl Hansman—In order to become a pilot you must be 16 years of age for private pilot's license and 18 for commercial transport. If you will send a self-addressed envelope, will mail you names of accredited flying schools in Buffalo.

D. Barone—In order to become a mail pilot you must have an ordinary education. I know of some pilots who have not completed the high school course. An average air mail pilot's salary is from $4,000 to $7,000 per year. Some transport pilots receive as high as $12,000 per year.

Chas. McHenery—Before you can take your first lesson in piloting you must have a student's license issued by the Department of Commerce. This is issued after a physical examination as set by the Department of Commerce.

Harold Russell—The average student takes about 10 hours of dual instruction before he is allowed to fly alone (solo). This by no means makes you a proficient flier. A number of schools are now requiring 15 to 25 hours dual instruction.

LAWRENCE D. BELL.

Buffalo Times 4/10/29

20 NEW PLANES ORDERED

Consolidated Aircraft Company Sells 83 Ships in 14 Days.

Buffalo News 4/16/29

Coincident with the placing of a Fleet planes agency with the Universal Aviation corporation, of St. Louis, Mo., an order for 20 of the new ships was given Monday to the Consolidated Aircraft company. The planes will be drafted for use in establishing flying schools in Missouri and Minnesota.

Delivery of the new airplanes will be made on a deferred basis. Three will be shipped this week, two others this month, and five in each of the three succeeding months. The contract placed by Universal brings the sale of Fleet planes to a total of 83 within the past two weeks.

Lawrence D. Bell, general sales manager and president of the Fleet Aircraft company, declared his organization had given orders for 182 such ships to the consolidated company since Jan. 1.

Sixty-three other Fleets have been sold to Garland-Clevenger schools of Oklahoma, the Pittsburgh Aircraft Agency corporation, and two smaller agencies on Long Island.

PENDING MERGERS SWING SEVERAL ISSUES UPWARD

Daily News Record 4/23/29

Fokker, Consolidated Air and Consolidated Instrument Make Swift Advances

UNITED A & T UP

Continues Sensational Gains by 7¾ Rise — Aviation Corp. Group Down

By JOHN T. GIBBS.

A strong upward movement in a number of air securities yesterday led to a belief in Wall Street that the great aviation stock boom was about to begin. But, while gains were large and impressive, they were not spread over the entire list. Many prices were stationary and a few issues fell slightly behind. Those which forged ahead were not confined to any particular group and were not prompted by any single influence. The impression therefore is given that a number of mergers are in prospect, or that great expansion plans are soon to be announced.

United Aircraft & Transport, the outstanding feature of last week's market, opened this week with another demonstration of strength, the common stock going up to a new high at 116¾, and closing at 116, with a net gain of 7¾, while the preferred advanced also to a new top price of 81¾ and closing at 81, a net gain of 1½. On the "big board" with United, Wright stood still at 245, while Curtiss closed at 149¼, a net gain of 1⅛. Curtiss, by a series of slow advances, has gradually approached its year's high of 153½.

* * *

While the New York Stock Exchange afforded only one big aviation thrill, the Curb furnished several. Fokker, Consolidated Air and Consolidated Instrument all made swift and sensational advances.

Fokker was the day's feature stock. After a dull morning, it began to advance in the afternoon, going up to 41⅝ and closing at 41, with a net gain for the day of 6½, on a total trading of 35,000 shares, an unusually large number.

Fokker's rise was attributed by traders to inside buying, but by whom no one would venture a guess. Any one of the three big vertical combinations, it was said, would be glad to get Fokker, but the company is independent and control is not likely to pass through market purchases. Nevertheless, it is understood that bids have been made for domination of the company.

Consolidated Aircraft Impressive.

Almost equally impressive was the advance of Consolidated Aircraft, which sold up to 35¼ and closed at that figure, with a net advance of 5¼ points. This advance is another puzzle, as this company was recently disappointed in a projected deal. It had planned to take over Kinner Aircraft, provided that company put through a financial reorganization. Kinner stockholders vigorously objected to the proposed refinancing and the plan was abandoned, leaving Consolidated without the engine it sought to control. However, the stock's action may have been due to a statement made yesterday by Maj. R. H. Fleet, president of Consolidated, who announced that the company now has orders on its books for more than 300 commercial planes.

RED KNIGHTS CONQUEROR VISITS CITY, FLIES PLANE

5/10/1929

Captain Roy Brown, famous Canadian flyer who brought down Baron Manfred von Richtofen, the Red Knight of Germany in the World war, visited the Consolidated Aircraft Company factory yesterday to discuss possibilities of marketing the Fleet training plane of that company in Canada.

Capt. Brown flew the little training ship at the Consolidated Airport on Elmwood avenue and highly praised its manoeuvrability. He returned to Toronto last night.

CONSOLIDATED NOT INVOLVED IN MERGER, MAJOR FLEET SAYS

Buffalo Firm Has Been Approached by Leading Factors, He Declares, but Will Retain Own Identity

My Daily News Record 4/26/29

ADAMS MAIL TESTS TO GET UNDER WAY

Arrival of Leviathan Today Expected to Speed Arrangements — Lockheed "Vega" Prices Reported Cut

By DONALD L. PRATT.

Rumors to the effect that the Consolidated Aircraft Corp. of Buffalo is to figure in a merger with a leading aeronautical group were set at rest yesterday by Major R. H. Fleet, president of the company. Major Fleet, who was in town for the day, said that his company never had been offered for sale, but admitted that a number of leading factors in the industry had approached his organization with a view toward effecting a merger. Recent strength in the stock of the Consolidated had given renewed impetus to the merger reports, but Major Fleet made it clear that the company would continue to maintain its individual identity.

"The prospects of the company are brighter than ever before," the major said, adding "all four of our plants in Buffalo are running at capacity, and we will manufacture more than 1,000 airplanes this year. This schedule should make our company the country's largest producer for the year. We are earning an excellent return and also are investing in several new designs of aircraft, details of which will be made known from time to time."

Aviation News

Colonial Airways Purchases 50 Buffalo-Made Airplanes

Fleet Corporation Receives Largest Commercial Craft Order Ever Placed in City, Involving $275,000.

The largest commercial aviation order ever placed in Buffalo was announced Thursday by Colonial Airways System, Inc., which has contracted with the Fleet Aircraft corporation of Buffalo for 50 Fleet training and sport planes. The order involves more than $275,000.

The order was placed with the local firm by Richard W. Fulton, director of sales, and Charles H. Wooley, director of schools for the Colonial service, who are now in Buffalo. The ships will be equipped with Kinner & Warner 110 horsepower motors and delivery will be made at the rate of eight planes a month between June 15 and Dec. 1.

To Increase Output.

"It is gratifying to us that the largest airplane order ever received in the city comes from a company operating in Buffalo," Lawrence D. Bell, president of the Fleet corporation, said in acknowledging the contract. "The cooperation of local aviation interests is a further proof of their belief in the city as a coming center of the industry."

"Buffalo is fast becoming a production center," Mr. Bell said. "Although both the Consolidated and Fleet companies are now working night and day to triple their facilities they have never at any time been within 150 planes of catching up with deliveries. The Fleet company, in operation since Feb. 13, now is producing two planes daily and expects to increase the output to three a day as soon as possible."

First Five Sold.

The planes ordered by the Colonial service are the direct commercial development of the Consolidated Husky training plane (P. T.), the standard ship used by all branches of the United States government.

According to W. Heath Proctor, divisional superintendent of Colonial Flying service, the Fleets will be used by both the flying schools and sales division of the company. The first five to be delivered have been sold to the Donald Woodward Flying service, of LeRoy, according to Mr. Proctor.

The planes, holding approved type certificates of the Department of Commerce, have a cruising speed of 90 to 95 miles an hour, a top speed of 105 miles, and a ceiling of 16,000 feet.

PURCHASE 50 PLANES

Courier 4/15/29

Colonial Service places record order with Fleet Company

Officials of Colonial Flying Service, Inc., yesterday announced the purchase of 50 Fleet training and sports planes, having an aggregate value of $275,000, from the Fleet Aircraft Corporation of Buffalo. This is the largest order ever received by the Fleet Company and the largest single commercial aviation order ever received in Buffalo.

The planes will be equipped with Kinner & Warner 110-horsepower motors and delivery will be made at the rate of eight a month. The Fleets will be used by both the flying schools and the sales division of the Colonial company, distributors for New York State and New England. Five already have been sold to the Donald Woodward Flying Service at Le Roy.

Fleets will be used exclusively for instruction by the Colonial schools already in operation in Buffalo, Schenectady and Utica. The planes have a cruising speed of 90 to 95 miles an hour, a top speed of 105 miles an hour, landing speed of 40 miles an hour and a ceiling of 16,000 feet.

Mt. Daily News Record - 4/26/29

NATIONAL FLYING SCHOOLS MAY OPEN KANSAS CITY UNIT

Kansas City, April 25.—The National Flying Schools, Inc., a subsidiary of the Consolidated Aircraft Corp., of Buffalo, is considering the location of a base here. Leigh Wade, vice-president of the corporation, has written to the Fairfax Airport Co. for plans and figures pertaining to the establishment of buildings and a complete air training unit.

The Consolidated Aircraft Corp. is manufacturer of the primary training plane now used by the Army Air Corps. The company also makes the Consolidated "Courier" and the Consolidated "Husky." The corporation plans a chain of flying schools throughout the country.

BUFFALO EXPRESS

BUFFALO, N. Y., WEDNESDAY MORNING, JUNE 5, 1929

THROUGH BUFFALO ON DEC

OUTSIDE LOOP IS NEGOTIATED BY ARMY FLIER

Lieut. F. C. Nelson shares honors of Jimmy Doolittle, Al Williams and Fred Lund

DROPS MILE IN STUNT

Starts circle at height of 7,500 feet, is only 2,500 feet above ground at finish

Lieut. Frederick C. Nelson, A. C., one of the army's best pilots and known to every flyer as dean of the flying school at Kelly field, yesterday morning chalked himself up on the list of air record holders by negotiating the almost impossible and dread "outside" loop.

Nelson, by his successful negotiation of the dangerous stunt, joins a noted company of air aces, being one of four pilots to achieve the feat. The first to accomplish the loop that everyone said couldn't be done was the famous Jimmy Doolittle of the Army. Al Williams, Navy ace, repeated Doolittle's feat and Fred Lund, a commercial pilot last year accomplished the loop in a commercial job.

All of these men did the stunt in planes especially rigged and stressed for the feat. Nelson yesterday took up one of the ships warming up on the starting line, without special preparation. He achieved the loop from a height of 7,500 feet on his second attempt, doing a straight loop while 30 spectators cheered.

Fails on First Attempt

The army expert has been practicing for the stunt for several days and figuring just what pressure on the controls was needed to check the tendency to half roll as the plane assumed the upside down vertical position at the bottom. He rolled out on his first try yesterday, but did a beautiful job on his second try.

He started at 7,500 feet and dove 5,000 feet in completing the loop, ending 2,500 feet above the ground. The feat has seldom been attempted at less than 10,000 feet and Doolittle did his first try from 8,000 feet. Nelson estimated that his terminal velocity at the turn was more than 250 miles per hour.

The Fleet, examined by mechanics at 11.30 o'clock yesterday morning, was said to be in perfect condition, with wires and wings unstrained.

Nelson tried unsuccessfully to negotiate the loop many times with the army PT training ships when he was stationed at Kelly field as dean of the instructors' school.

"How did the landscape look at the bottom?" one of the fliers asked him as he landed.

"Well," the soft voiced instructor smiled. "It was mostly landscape. Looked all the same to me."

After accomplishing the feat Nelson took off for a spin in another plane.

Flier Accomplishes Unusual Feat

LIEUT. FREDERICK C. NELSON, A. C.

Lieut. Nelson, director in charge of student training at the national flying schools, who yesterday negotiated here what is known as an outside loop. Nelson is the fourth flier to accomplish an outside loop, according to aviation records, and his feat is attracting nation-wide attention. Attempted only by the most daring airmen, it has been successful only on three previous occasions. Nelson took off yesterday from the Buffalo airport and succeeded on his second attempt.

THE HASKELITE MANUFACTURING CORPORATION,

Armies and Navies Use Consolidated Planes

Over 450 Consolidated planes of the Husky and Trusty type have been used by the U. S. Army and Navy, Canada, Cuba, and Brazil for training purposes all over the

western hemisphere. The Consolidated Aircraft Corporation employs Haskelite in the building of its planes and states in a recent letter—"No trouble—and no waste because we use Haskelite." The new Consolidated "Courier" model, illustrated herewith, is a Haskelite-equipped, convertible land or sea, advanced training plane.

Chamberlin Here to Buy Planes

Buffalo Courier-Express, June 14, 1929.

Picture shows Lawrence C. Bell, president of the Consolidated Aircraft Company, and Clarence D. Chamberlin (right) looking over the dual control on a training ship during the transatlantic flier's visit here yesterday to order training planes to be used in a series of flying schools he contemplates opening soon.

Perils of Aviation Fading, Transatlantic Flier Says

Chamberlin talks freely on future of air, but is silent about Mr. Levine

Clarence D. Chamberlin, famed transatlantic flier and erstwhile partner of stormy petrel, Charles A. Levine, concerning whom he didn't care to talk, flew into Buffalo yesterday in his Bellanca plane, to confer with Consolidated Aircraft Company officials anent ordering Fleet training planes.

Chamberlin, on his way to New York from Detroit, arrived in Buffalo at noon and stayed here until shortly after 4 o'clock, when he took off for New York. During his stay he talked with Lawrence C. Bell and Ray P. Whitman of the Consolidated company and exchanged planes with Jack Little of the Colonial Flying Service on trips from the Consolidated airport to the Buffalo airport and back.

Quiet, unobtrusive and easy to meet, Mr. Chamberlin proved a delightful visitor. He balked only on the question of Mr. Levine.

Dangers Being Eliminated

"Am I going to do any more ocean flying? Sure, I'm going around the world—upside down," he laughed. Later he seriously declared that he would not mind, and possibly might make another ocean flight, but not in the near future.

Transatlantic flying was most feasible, he declared, and the present bugaboo, the east to west hop, most certainly would be negotiated eventually.

"The transatlantic flight is not so difficult now, knowing what we know from our experiences and with new instruments and mechanical developments. The elimination of the dangers of fog flying are not far off. One company has perfected an electric altimeter which automatically lights yellow when you are 500 feet from the earth, green when you are 100 feet distant and red when 50 feet from the ground. Instruments such as these, together with the radio, will solve the problem of fog flying. Then there is the automatic pilot, whereby you turn a dial setting your course, and go to sleep or read a book, if you like. It's all a question of using the navigating instrument devices, which already have been perfected for ships, and making them light enough to be carried on planes. With such instruments, any long flights, including ocean trips, will be made not only possible, but easy."

Mr. Chamberlin digressed to compliment the flying of young aviatrix Elinor Smith. He praised her highly, saying she was one of the best all-round fliers to his knowledge.

Praise for Elinor Smith

Questioned about aviation conditions in general, Mr. Chamberlin said that the United States is progressing mightily. In the matter of air lines, air mail and passenger trade, this country is now on a par with Europe, he said.

"There are many fine planes being built abroad, many fine engines and they have marvelous airports," he continued. "In these matters, we are no further ahead than they. Some German ships particularly are claiming recognition for their excellence. If some of these ships are groomed for the job, there is little doubt in my mind, but that they will make the east-west ocean hop. The trouble is, the transatlantic flier has a hard time getting backing. It took me seven years to get the ship I had, and then it was not so good. I may make an ocean hop again, but not in that ship."

Flying Schools Planned

Taking off and refueling in the air for ocean flights would not be feasible, Chamberlin said.

"The ultimate transatantic ship will be a seaplane, with a hull for landing," he concluded. "Then if you have a gas leak, or water gets in the gas line, it will be easy. On our flight, we had that proposition licked. We covered the gas line with a rubber hose completely, so that if it broke, the rubber would still carry the supply, and we could refill from the cockpit."

Chamberlin, who is part owner of the Crescent Aircraft Company, soon will start a series of flying schools in his own name. The first one will be opened in New Jersey and the second in Flushing, L. I. The training planes of the Consolidated Aircraft Company may be used in these schools and it was regarding this matter that Mr. Chamberlin came to Buffalo yesterday.

"I haven't been here since a year ago Easter, when Mayor Schwab gave me an Easter egg with a key to the city in it," he said. "That was a great party. The key has a thermometer on it, you know, and it works."

BUFFALO COURIER-EXPRESS,

TUESDAY, JULY 9, 1929

$400,000 NAVY AIRPLANE ORDER RECEIVED HERE

Local aircraft company to build machines for government's aeronautical program

That the Navy and Army five-year aeronautical expansion program is being carried out to the letter is evinced in the reception in Buffalo yesterday of one of the biggest training plane orders of the year, a contract for 51 NY I's, standard Navy training planes, awarded to the Consolidated Aircraft Company located in Elmwood avenue.

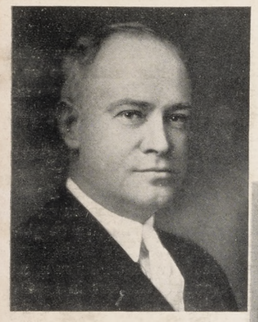
The Consolidated contract is notable in that it brings to Buffalo $400,000 worth of airplane business and is the first big navy production order received in this city in the past year. It is additionally significant in that it is a repeat order for the Consolidated Aircraft Company and means that Buffalo is to supply the bulk of the navy demand in student training airships.

The NY I's are dual-controlled, two seaters, with a Wright Whirlwind J 5-motor. In the past three years the Consolidated company has supplied more than 200 of these planes to the navy and is constantly manufacturing parts for them. The plant in Elmwood avenue will go into production on the navy order immediately and delivery will be made in four months. Announcement of the contract was made yesterday by Ray P. Whitman, assistant to the general manager of the company.

Among N. A. A. Members

A brief visit with those who are working daily for the advancement of aeronautics

SENATOR ARTHUR CAPPER, a member of the Wichita, Kansas, Chapter of the National Aeronautic Association, has in addition to his many legislative duties the responsibility of being head of the Capper publications, which consist of two large dailies and eight magazines. Born in Garnett, Kansas, in 1865, he early developed an interest in printing and learned the practical side of it during his school days. From typesetter he became a correspondent, then editor, then owner of a newspaper, then governor of Kansas, and is now in his second term in the United States Senate.



CHARLES E. McCULLOUGH

RALPH H. UPSON

MAJ. R. H. FLEET

SENATOR ARTHUR CAPPER

Senator Capper has been president of the Kansas State Editorial Association, the Kansas State Good Roads Association, and the Board of Regents of the Kansas State Agricultural College; he also organized the Capper Fund for Crippled Children and through its activities has given timely assistance to many unfortunate children. In September, 1919, Senator Capper was elected president of the International Farm Congress, and he is now a national director of the American Red Cross.

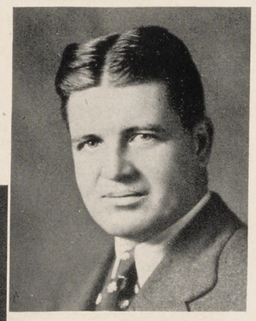
MAJOR REUBEN HOLLIS FLEET, a member of the National Aeronautic Association living in Buffalo, New York, is president of the Consolidated Aircraft Corporation.

Major Fleet attained the rating of Junior Military Aviator at the Signal Corps Aviation School in San Diego in September, 1917, and was subsequently made executive officer in charge of training in the office of Chief of Air Corps, Washington. He was placed in charge of the air mail when it was first inaugurated between Washington and New York, and personally flew the first trip. He was also selected by the Air Corps to attend the Gosport School of Advanced Flying for Flying Instructors in England. Upon his return to the United States, he was appointed contracting officer of the Air Corps, in which capacity he served from January, 1919, to November, 1922, negotiating airplane contracts involving many millions of dollars.

After his resignation from the Air Corps, he accepted the position of general manager of the Gallaudet Aircraft Corporation, and in May, 1923, organized the Consolidated Aircraft Corporation, which was then a consolidation of the Dayton-Wright and the Gallaudet Companies.

Major Fleet is a native of Montesano, Washington, and a graduate of Culver Military Academy.

CHARLES E. McCULLOUGH, a member of the Aero Club of Washington Chapter of the National Aeronautic Association, served with the rank of captain in the Air Corps during the World War, and is now a major in the Air Corps Reserve. A graduate of the U. S. Army Balloon Schools at Fort Omaha, Nebraska, and Arcadia, California, with a rating of aerial observer and licensed balloon pilot, he piloted *The American Legionnaire*, representing the American Legion and the Officers' Reserve Corps, in the 1922 National Balloon Race.



ROBERT B. SNOWDEN

Last summer Mr. McCullough, who is general passenger agent of the Pennsylvania Railroad, was a member of a committee of three sent to Europe by Transcontinental Air Transport, Inc., Curtiss Aeronautical interests, and the Pennsylvania Railroad, to study the development of commercial aviation there. He was co-author of the publication, "Study of Commercial Aviation in Europe."

Mr. McCullough is a Chevalier, Order Leopold II. of Belgium, and a Chevalier, Legion of Honor of France.

ROBERT B. SNOWDEN, JR., president of Command-Aire, Inc., is a native of Memphis, Tennessee, and a former N. A. A. governor for that state, until the pressure of his business necessitated a change of residence to Little Rock, Arkansas.

Mr. Snowden's interest in aviation dates back to the war. At that time he left the University of Tennessee to enter the air service, serving throughout the war, and returned to the university after the Armistice. Completing his course, he acquired a large cotton plantation at Hughes, Arkansas, and from that time on became a successful cotton grower.

Looking for new fields to conquer, he bought the controlling interest in Command-Aire, Inc., in September, 1928, and the progress of the company under his administration has been outstanding. Through his efforts, the company was adequately refinanced in February, and shortly thereafter a contract was concluded with the Curtiss Flying Service, Inc., as national distributors.

RALPH HAZLETT UPSON, a member of the National Aeronautic Association since 1922, is an aeronautic engineer now in charge of research for the Aeromarine-Klemm Corporation at Keyport, New Jersey. First engaging in airplane research in 1908, Mr. Upson also contributed to the development of the balloon and airship for the Goodyear Tire and Rubber Company, and is the co-author of "Free and Captive Balloons," as well as the author of numerous technical papers and magazine articles. Since 1920, he has engaged in the development of the metal-clad airship, and also spent five years as a member of the faculty of the University of Michigan.

CONSOLIDATED AIRCRAFT CORPORATION

CONSOLIDATED AIRCRAFT CORPORATION has leased additional space from the American Terminal Warehouse Company to accommodate its expanding activities; it now is employing over 600 men, the largest number in its history. The Corporation reports that it is manufacturing the only commercial training airplane built to military strength specifications and production of this type is estimated at between 500 and 1,000 during next year, of which approximately 300 already have been sold.

Consolidated Aircraft planes and flying boats have flown more than 20,000,000 miles in the military service of the United States. More than 4,200 Americans have received flying training in Consolidated "Huskies" with not a single fatality reported which could be traced to a failure of any part of the airplane.

More and more busy executives are finding it expedient to cover great distances in the shortest possible time and this is reflected in the ever increasing number of orders received by Consolidated Aircraft Corporation for commercial planes. The convenience of air transportation by flying boats daily is becoming more apparent and the tremendous future of this form of transportation will be shared by Consolidated Aircraft Corporation, which at present is manufacturing the only large passenger transport flying boat built in the United States. The Corporation also rapidly has been developing a foreign demand for its products and reports an order for twelve military training planes recently received from South America.

CONSOLIDATED AIRCRAFT CORPORATION

COMMON STOCK

TRADED ON NEW YORK CURB MARKET

CIRCULAR ON REQUEST

PYNCHON & CO.

Members New York Stock Exchange

111 BROADWAY — NEW YORK

334 Madison Avenue, Corner 43rd St. — Savoy-Plaza Hotel, Fifth Ave. at 58th St.

CHICAGO MILWAUKEE LONDON LIVERPOOL MANCHESTER

Aeronautics (Popular Aviation) August 1929

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COMMON STOCK
Traded on New York Curb Exchange
Circular on Request

PYNCHON & CO.
Members New York Stock Exchange
111 Broadway, NEW YORK — 112 West Adams Street, CHICAGO
New York Branch Offices:
334 Madison Avenue, Corner 43d St. — *Savoy-Plaza Hotel, Fifth Ave. at 59th St.*
LONDON LIVERPOOL MANCHESTER MILWAUKEE

Offers $1,000,000 for Lindbergh Field Just as It Stands as Finest City Airport Anywhere in World

San Diego Union — 8/3/29

In New York It Would Be Worth $100,000,000, Consolidated Aircraft Head Tells S. D. Aviation Body

"San Diego has the finest municipal airport in the making of any city in the world. If the municipality will sell it I'll purchase it any time for $1,000,000 cash," said Maj. Reuben Fleet, president of the Consolidated Aircraft company of Buffalo, N. Y., in addressing members of the aviation committee of the Chamber of Commerce at a special meeting yesterday.

"Lindbergh Field as it stands today is worth $1,000,000 to any aircraft operating firm, and when it is completed it will be worth double that sum," said the major. "If it was in New York it would be worth $100,000,000."

The city thus far has expended $650,000 on Lindbergh Field.

NEW YORK TO BUENOS AIRES

The president of one of the six largest aircraft companies in the United States gave a graphic recital of the developments of commercial air transport within the last two years.

"The new generation is a flying generation," he declared. Tracing the marvelous growth of the air mail service since he, with other pioneer fliers, carried "a stamped envelope as ballast," Major Fleet called attention to the tremendous development of air mail and passenger lines throughout the United States. He said the company of which he is president is constructing twelve 32-passenger planes at a cost of $300,000 each for air mail, package freight and passenger service between New York and Buenos Aires. These ships will be of the all-metal flying boat type, with 100-foot wing spread.

Citing the safety of flying, Major Fleet said that his company produced 99½ per cent of all the training planes used by the army, navy and marine corps. These ships have flown 20,000,000 miles during the last six years in the training of pilots, with a loss of only 12 lives, several of which were due to midair collisions. Not one of these planes ever caught fire, either in the air or on the ground.

REFUELING SOLVES PROBLEM

The speaker predicted that the recent midair refueling flights will have an important bearing on the future of commercial aviation. "There is no profit in carrying gas," he said. He believes that within the very near future floating airports will be established in both the Atlantic and Pacific oceans, where aircraft, winging their way to Europe or to Asia, will be refueled by planes that will return to their floating bases after their mission has been accomplished.

Aviation is forging ahead so rapidly, Major Fleet asserted, that the smaller companies cannot stand the pace, and predicted within another year or so that fewer than 75 of the present total 175 airplane manufacturing companies in this country will be in active business. He said that the Ford factory is now producing one huge all-metal plane a day, and other factories from three to five smaller aircraft every 24 hours.

He said that Buffalo is spending $250,000 in hangar equipment at its municipal airport, and other cities are expending similar sums properly to handle the commercial aviation business and to reap the maximum of profit. He declared that San Diego is unsurpassed as a great flying center, and urged the community to nurse along the aircraft schools and industries now established here.

Major Fleet won his wings at North Island in 1914, and was a pupil of Maj. Theodore Macaulay, now executive manager of the Chamber of Commerce. He flew here yesterday from Phoenix in two hours and fifty minutes.

BUFFALO EVENING NEWS:

AUGUST 14, 1929

HUGE FLYING BOAT TO BE TESTED HERE

Consolidated Commodore to Make First Trip Over Lake.

Initial test flights of the largest flying boat ever constructed in America will be made over Lake Erie early next month by the Consolidated Aircraft corporation, 205 Elmwood avenue, when the first of the fleet of Consolidated Commodores, under construction for the New York, Rio & Buenos Aires Lines, Inc., of New York, is completed.

With a wing span of 100 feet and powered by two Pratt & Whitney Hornet motors of 575 horsepower each, this giant craft represents the peak of luxury in passenger air travel. It has a carrying capacity of 22 passengers in two eight passenger compartments and two drawing rooms, each of which will seat three passengers. In addition there will be two pilots and a combination radio operator-steward.

Designed originally for 32 passengers, the cabin was remodeled to carry a cargo of air mail and express and 22 passengers, thus giving more spacious seating arrangements and accommodations.

Large Windows in Ship.

Large unbreakable plate glass observation windows run the entire length of the passenger compartments. Buffet service will be provided and the ship will be radio equipped.

The first of these Buffalo-built ships will be placed in service over the new route between New York and Buenos Aires this fall. The trip has been divided into seven divisions with overnight stops at various points along the route. Each hop will average 1090 miles. Among those interested in the new air line are Maj. Reuben H. Fleet, president of the Consolidated Aircraft corporation; Seymour H. Knox, vice president of the Marine Trust company, and James H. Rand Jr., chairman of the Remington-Rand board.

The Commodore flying boat was designed by I. M. Laddon, chief of the engineering staff of the company, who formerly was aeronautical engineer for the army air corps in charge of big ship design and construction.

Weight is 17,500 Pounds.

The hull lines which govern the water performance of the boat were developed by Capt. H. C. Richardson of the Navy Bureau of Aeronautics.

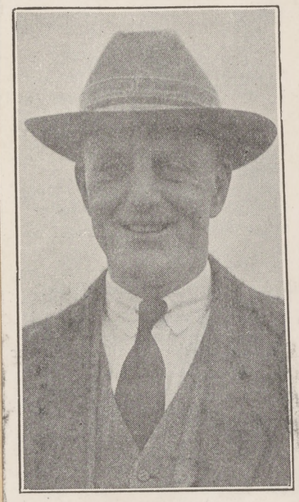
The gross weight of the plane is 17,500 pounds, and the fuselage is 61 feet nine inches in length. It has a high speed of 130 miles an hour and a normal cruising speed of 110 miles an hour. The absolute ceiling for the ship is 17,000 feet.

Twelve of these planes, costing $150,000 each will be built at the Elmwood avenue plant of the Consolidated Aircraft corporation. After the first delivery is made the remainder will be delivered at the rate of one a month

August 15, 1929

THE SERVICE NEWS

Recent Visitor



MAJOR FLEET

HIGH SPEED PLANE IS READY FOR TEST

Buffalo News

Consolidated Craft Expected to Exceed 175 Miles an Hour.

10/17/29

A new high speed transport plane, which is designed to be the fastest ever manufactured for commercial service in the United States, will receive its first test flight at Buffalo airport this week, according to Lawrence D. Bell, president of the Consolidated Aircraft corporation, 2050 Elmwood avenue, where the ship was built.

The plane will be of the mono sesqui wing type and will have places for eight persons. The speed of this revolutionary ship is expected to exceed 175 miles an hour and it will have a cruising rate of between 150 and 155 miles an hour, Mr. Bell says.

The plane represents the results of experiments conducted by the entire engineering staff of the Consolidated interests. The test flight probably will be made by Lieut. Leigh Wade, chief test pilot for the company.

PRIVATE AIRPORT READY

Consolidated Official Erects Hangar on Transit Road Field

The first private airport in the immediate vicinity of Buffalo has been laid out and constructed by Thomas Kenny, secretary and treasurer of the Consoladited Aircraft corporation, on a site in Transit road, six miles out of the city.

Mr. Kenny and his wife are both competent pilots and they own a Fleet biplane, manufactured by the company with which he is associated. The port is solely for their private use. It comprises about 85 acres of land and a hangar approximately 60 feet square has been erected with lean-to and machine shop.

Mrs. Kenny made her first solo flight some months ago, and Mr Kenny has been a flier for several years.

U.S. NAVY ORDERS 20 MORE PLANES FROM LOCAL FIRM

With receipt of a supplementary order for an additional 20 Husky type planes for the United States navy this week and a recent order for 71 all-metal Thomas Morse pursuit ships, the Consolidated Aircraft corporation is now working on the largest governmental plane orders ever received in Buffalo.

The Consolidated company recently absorbed the Thomas Morse interests and will manufacture the sturdy fighting planes of that company. The contract for a score of additional Huskies completes an order for 50 of the same type received last June. The Thomas Morse order is expected to be completed early in February.

BUFFALO-BUILT SHIP BEGINS MAIDEN TRIP

Buffalo News

Huge Consolidated Plane Is on Way to Buenos Aires.

10/17/29

From the Washington Bureau of the BUFFALO EVENING NEWS.

WASHINGTON, Oct. 17.—Following last-minute repairs to her hull, the Buffalo-built Consolidated-Commodore plane Buenos Aires, christened two weeks ago by Mrs. Herbert Hoover, took off at crack o' dawn today on the first leg of her maiden flight to South America.

Uncertainty prevailed as to the exact time of her departure, due to the fact that when the ship first was taken from Buffalo to New York her hull was injured in the New York landing and was not strictly watertight. For a time it was thought the ship would have to be returned to Buffalo for the repairs which eventually were effected at the United States Naval air station here.

It was exactly 5:54 A. M. when the Buenos Aires, under a sky which had just begun to show a pink tinge in the east took off from the Potomac river channel. There was practically no wind and Chief Pilot William S. Grooch got the boat into the air in about 45 seconds.

The first stop was made for fuel at Charleston, S. C., and an overnight stay will be made at either Miami or Jacksonville, Fla., before the giant ship starts on the leg of the trip which will bring her to the South American port for which she is named.

It was declared that on this first trial trip final decisions may be made regarding hangar sites at points in South America.

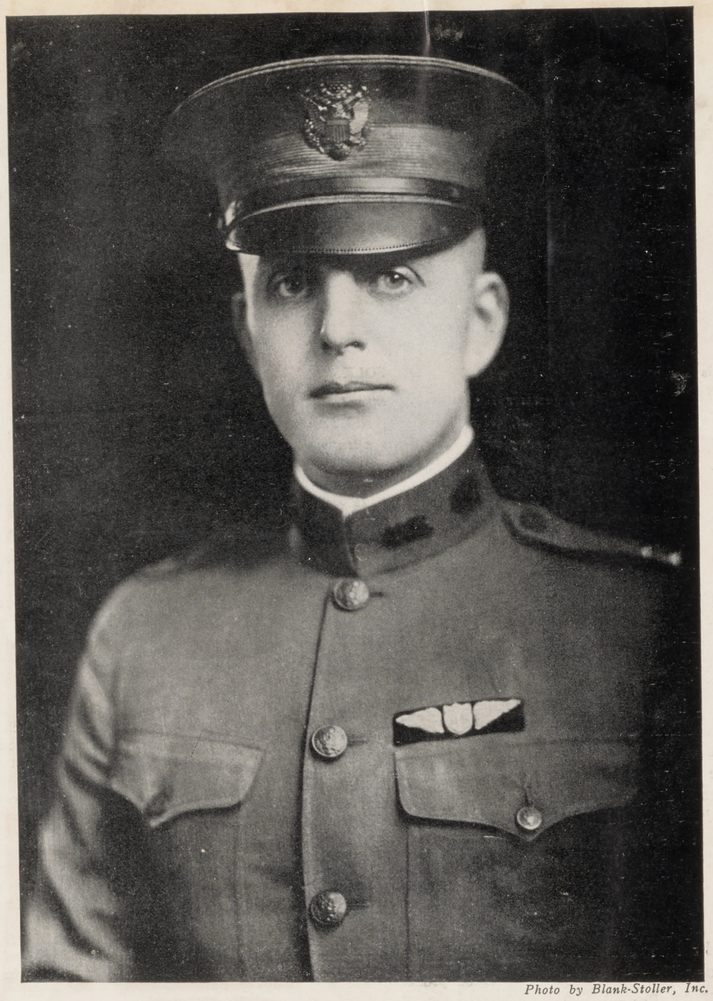


Photo by Blank-Stoller, Inc.

Major Reuben H. Fleet

President and General Manager, Consolidated Aircraft Corporation

MAJOR Fleet was born in Montesano, Washington, while Cleveland was serving his first term as President. Straight grain hickory rubber tired top buggies brought $50 up in the open market, which was brisk. They were advertised as being absolutely safe. Fleet was just 30 years old when the United States entered the World War, and when he was six months older had attained rating of Junior Military Aviator, at the Army School, San Diego; was made Executive Officer in Charge of Training in the office of the Chief of Air Corps, Washington, D. C., until June 1, 1918; was in charge of the first Air Mail between Washington and New York, and flew the first trip. From June to September, 1918, he was Officer in Charge of Testing and Proving at Wilbur Wright Field, studied the Gosport System in England, and returned to become Contracting Officer of the Army Air Corps.

Major Fleet is one of the few pilot executives. His hours in the air number more than 1,800, so when he undertakes to make and dispose of the popular products of his Consolidated Aircraft Corporation the results are what might be expected, only more so. His company benefits not only from his business sagacity—genius they called it at Dayton—but also from Major Fleet's comprehension of and resultant sympathy with the problems and viewpoint of his brother flyers. No proof of these inadequately expressed statements is needed. The Consolidated Aircraft Corporation and Major Fleet speak for themselves every time they produce another 1,000 airplanes. The Major is fleet, but no reuben

MERGERS GIVE LOCAL PLANE CONCERN LEAD

Buffalo News — 8/15/29

Consolidated Aircraft Acquires Complete Stock of Three Companies, Interest in Others.

Through the purchase of a number of smaller aviation interests, announced Thursday, the Consolidated Aircraft corporation of Buffalo has become the largest independent unit in the aircraft industry in point of production and earnings.

Included in the interests, which have been acquired through stock purchase, are the complete stock of the Fleet Aircraft corporation of Buffalo, complete stock holdings of the Thomas-Morse company, airplane manufacturers of Ithaca, N. Y.; a substantial block of stock in the Kinner Airplane and Motor corporation, Glendale, Cal.; the entire stock of the National Flying Schools, Inc., and 100 acres of land across the Canadian border near Buffalo for a factory site and flying field.

Operating Three Plants Now.

The announcement of the merging of these interests was made by Maj. Reuben H. Fleet, president and general manager of the company, now on tour throughout the middle-west.

The Consolidated company was incorporated in May, 1923, to engage in design and manufacture of airplanes. The concern owns a 98-acre airport in use on Military road, which includes a 20-acre factory site, and is operating three plants with a total floor area of 105,000 square feet.

Planes manufactured by the company include the Consolidated Admiral, a long-distance multi-engine flying boat, officially designed for the United States navy and designated by that service as PY-1; the Consolidated Commodore, an adaptation of the Admiral to the requirements of commercial air transport; the Husky, standard training plane of the United States army and navy, and the Fleet, a light training plane.

All-Metal Plane Acquired.

The Thomas-Morse company has been operating for the past three years on the construction of an all-metal single motored open cockpit observation plane of which the Army Air corps has purchased several for experimental purposes. The facilities of the company will be transferred to the Consolidated factory, which will be enlarged to accommodate them.

Purchase of stock in the Kinner corporation will insure delivery to the Consolidated group of as many motors as are needed for installation in Fleet planes. The Fleet Aircraft corporation will continue to operate as a separate company, functioning as the commercial selling organization for the Consolidated group. The company, which has been in production since February, is producing two planes daily. More than 300 planes have been sold and are in use throughout the country.

Officers of New Concern.

National Flying schools was organized by Maj. Fleet last winter and is now operating a school in Buffalo.

Officers of the new company in addition to Maj. Fleet, are: G. Newman, vice president and factory manager; Lawrence D. Bell, vice president and general sales manager; Ray P. Whitman, assistant to the general manager, assistant general sales manager and advertising manager; and Thomas Kenny, secretary and treasurer.

Directors are: Maj. Fleet, Mr. Bell, Mr. Whitman, Mr. Newman, George M. Pynchon Jr., of the firm of Pynchon & Co., New York; Francis Dean Schnacke, member of the firm of Craighead, Cowden, Smith & Schnacke, of Dayton, O.; Preston Lockwood, of the firm of Davisson & Manice, New York, and F. L. Morse, president of the Thomas-Morse company.

Unparalleled Hardship Tags Buffalo Woman in Air Derby

Buffalo News — Aug. 28, 1929

Through Cracked Lips Mrs. Keith Miller Recites Ill-Luck, Starting With Desert Landing.

By CHARLES A. MICHIE
Buffalo Evening News Staff Correspondent.

CLEVELAND, Aug. 27.—A grim narrative of hardship and ill-luck, unparalleled in the history of American air racing, poured from the cracked lips of Mrs. Keith Miller, Australian aviatrix, and Buffalo entry in the women's cross-country derby, when she taxied her fleet biplane into Cleveland airport late Monday afternoon.

In an interview with newspapermen the hardly little Anzac flier told of her many forced landings. Of the dogged determination which carried her through to take eighth place in the race and third money in the light planes division she said nothing, but Lawrence D. Bell, president and general manager of the Consolidated Aircraft company of Buffalo, who met her when she landed, said it for her. Her elapsed time was 53 hours, 20 minutes and 44 seconds.

Makes No Charge.

Although Mrs. Miller refused to make a charge of sabotage, or any direct charges that her plane was tampered with in the early stages of the "Sunburn Derby" she was obviously suspicious of the circumstances which brought her down in the desert 20 miles out of Douglas, Ariz., with an empty gas tank.

Let her tell of her experiences as she told them to reporters:

"The mechanics at Phoenix, Ariz., told me they filled my gas tank," she said. "But it's strange that an hour and three-quarters later I ran completely out of gas and had to come down in the mesquite. I knew at once when the motor started to spit that I was out of gas. I made a good landing despite the sand and then started to walk.

"And what a walk it was! I tramped for more than five miles through the mesquite under a red hot sun until I came to a desert farmhouse. A man and a woman lived there and I might have been a visitor from another planet, they were so surprised.

Borrows Machine.

"I borrowed their Ford car and drove 12 miles to Douglas where I got a ten-gallon can of gas and returned to my ship.

"I could hardly sit in the cockpit, it was so hot, after I had filled the tank again.

"Then," she said with a smile which well-nigh split her sun-scorched face, "I couldn't get the ship off the ground. A garageman, the farmer and myself pushed it for three miles through the soft sand, before I was able to get hard enough ground for a takeoff."

A broken valve the night before last prevented Mrs. Miller from arriving at Columbus, O., with the rest of the derby entrants and she caught up with them Monday after having repairs made to her hard-luck plane.

The dogged little Australian woman, who made a name for herself in 1928 by her flight from London, Eng., to Tasmania, insists that a jinx rode the tail of her plane ever since she left Santa Monica. It was either jinx or —possibly some human agency, she infers.

Proud of Ship.

Mrs. Miller and Lawrence Bell, whose Buffalo company in 2050 Elmwood avenue manufactures what is termed "the trimmest ship in the race," are as proud as punch—fully as proud as though Mrs. Miller had won the race. She will fly it back to Buffalo after the races are over.

"I'm mad about it. It's the peachiest little ship I ever flew," she said of the training plane which is being adopted as standard equipment throughout the country.

"I licked along at about 115 miles an hour ever since I left Santa Monica airport, and I didn't have a bit of trouble with the ship itself," she said.

"There isn't much I can say," Mr. Bell declared, "because all the credit is due to Mrs. Miller. She has proved herself one of the finest women pilots in the world. In view of her many forced landings she made an excellent record. I'm satisfied."

There is a possibility that Mrs. Miller may return to Buffalo and begin a tour of the country for the Consolidated company, it was indicated by company officials.

Two Hard-Luck Pilots.

She and Mrs. Neva Paris, Great Neck, L. I., sympathized with each other for a minute. They were the two hard-luck pilots of the race. All had a word to say about the unfortunate death of Marvel Crosson, who crashed in the early days of the derby and lost her life.

Because she landed her plane without injury to herself or the ship, when its propellor fell off in mid-air, Neva Paris won comment from veteran pilots at the races. She learned to fly at the Curtiss Flying Service school in Detroit. William A. Winston, in charge there, watched her bring her ship up to its place in front of the grandstand and said:

"Women are the equals of men flying light planes and Mrs. Paris is one of the best students our school ever turned out. It was only necessary to install a new propellor to put the ship back in service but it was a feat bringing it to the ground after it dropped off."

Buffalo News 8/29/29

Aviation

ARGENTINE GOVERNMENT ORDERS TWO PLANES HERE

An order for two Fleet training planes was received Monday from the Argentine government, it was announced Tuesday, by the Consolidated Aircraft company, in Elmwood avenue. The air ministry of the South American country ordered the planes with the understanding that if they test out satisfactory, an order will be given. The two planes will be delivered immediately.

U. S. Air Services — Sept. 1929

Consolidated Aircraft Buys Several Interests

THROUGH the purchase of a number of smaller aviation interests, announced recently, the Consolidated Aircraft Corporation of Buffalo becomes the largest independent unit in the aircraft industry in point of production and earnings. The announcement was made by Maj. Reuben H. Fleet, president and general manager. Those interests which have been acquired through stock purchases are: The entire stock of the Fleet Aircraft Corporation of Buffalo; the entire stock of the Thomas-Morse Company, airplane manufacturers of Ithaca, N. Y.; a substantial block of stock in the Kinner Airplane and Motor Corporation at Glendale, California; the entire stock of the National Flying Schools, Inc., and one hundred acres of land located across the Canadian Border, near Buffalo, suitable for a factory site and flying field for the purpose of establishing a Canadian factory. The purchase was made through Pynchon and Company, bankers of New York City.

FIRM TO BUILD 70 PLANES HERE

Buffalo Times 8/1/29

Former Ithaca Plant, with Contract for Army Ships, Moves to Buffalo

Seventy all-metal single cockpit observation planes will be built for the Army air service in Buffalo, as the result of the awarding of a contract to the Thomas-Morse Aircraft Corporation.

The concern, now located at Ithaca, recently was acquired by the Consolidated Aircraft Corporation. It was decided to move the Ithaca plant to this city because the airport at Ithaca is not large enough to test machines and the plant there is not large enough to take care of present contracts.

A large section of the property at 2050 Elmwood Avenue, now in control of the Consolidated Corporation, will be devoted to the Thomas-Morse unit.

Contracts held by the Thomas-Morse concern now aggregate $1,000,000. The contract for the Army observation planes will be filled by next June.

F. L. Morse, president of the Thomas-Morse concern, has been named a member of the board of directors of Consolidated. The announcement of the move to Buffalo was made today by Lawrence D. Bell, vice-president of the Consolidated corporation.

AIR TRANSPORTATION

August 29, 1929

MRS. MILLER'S PLANE SLIGHTLY DAMAGED

Plane Used in Women's Derby Damaged Before Start of Fifty-Mile Race

CLEVELAND, O.— (Special)—There was much excitement previous to the Women's 50-mile derby, held at the airport Tuesday. As the Fleet plane, which was to be flown by Mrs. Keith Miller, was being taxied across the field by a mechanic, the wheels struck a hole and nosed over. The prop was bent as a result, and needless to say, Mrs. Miller, who had flown the same ship from Calif. without mishap, was greatly agitated.

Representatives of the Fleet Aircraft Corp. immediately asked that the race be postponed until another ship could be wheeled to the starting line. The request was granted and another Fleet was brought from the hangar. After arranging many cushions on the pilot's seat, so that Mrs. Miller could reach the rudder bar, the ship was brought to the starting line and the race finally started.

After all this anxiety, Mrs. Miller proceeded to win the race.

BULLETIN

Mrs. Phoebe Omlie won the women's speed race this afternoon, completing the 50-mile course in 26 minutes 41 seconds, average 114 miles an hour. Mrs. Keith Miller, Buffalo, finished second in 30 minutes 23 seconds, and Lady Mary Health, Irish aviatrix, was third with a time record of 31 minutes 11 seconds.

Cleveland Press 8/27/29

Minor accidents marred the start of the women's speed event at 1:20 p. m. The Fleet ship entered by Mrs. Keith Miller of Buffalo nosed over in the mud while being taxied to the line. Mrs. Miller obtained another ship and remained in the race.

Cleveland Press 8/28/29

land.

Mrs. Keith Miller of New Zealand won a 50-mile race against other women pilots, with Lady Mary Heath of Ireland second. Mrs. Phoebe Omlie of Memphis, Tenn., had finished first but was disqualified with Amelia Earhart, transatlantic flyer, for alleged flying inside of pylons and crowding of other planes.

CONSOLIDATED BUYS SEVERAL AIR INTERESTS

Milwaukee Sentinel 9/3/1929

Flying School and 2 Plants Acquired by Buffalo Concern.

BUFFALO, N. Y., Sept. 7.—Through the purchase of a number of smaller aviation interests the Consolidated Aircraft Corporation of Buffalo becomes the largest independent unit in the aircraft industry in point of production and earnings.

The announcement was made by Maj. Reuben H. Fleet, president and general manager of the Consolidated company. Those interests which have been acquired through stock purchases are: The entire stock of the Fleet Aircraft Corporation of Buffalo, the entire stock of the Thomas-Morse company, airplane manufacturers of Ithaca, N. Y., a substantial block of stock in the Kinner Airplane and Motor Corporation at Glendale, Cal.; the entire stock of the National Flying Schools, Inc., and 100 acres of land located across the Canadian border, near Buffalo, suitable for a factory site and flying field for the purpose of establishing a Canadian factory.

OPERATES THREE PLANTS.

The Consolidated Aircraft corporation was incorporated in May, 1923, to engage in the designing and manufacturing of airplanes. The corporation owns a ninety-eight acre airport in daily active use near Buffalo, which includes a twenty acre factory site, and is operating three plants with a total floor area of 105,000 square feet.

The company manufactures the Consolidated "Admiral"—a long distance multi-engine flying boat—officially designed for the United States navy and designated by that service as PY-1; the Consolidated "Commodore"—an adaptation of the "Admiral" to the requirements of commercial air transport; the Consolidated "Husky"—standard training plane of the United States army and navy, and the "Fleet"—a prototype of the "Husky" which is manufactured under a cost plus contract. These various planes have flown more than 20,000,000 miles in the service of the United States alone. More than 4,000 Americans have received flight training in Consolidated "Huskies" since the world war—a greater number than have been trained in all other types combined.

OFFICERS, DIRECTORS NAMED.

Officers of the Consolidated company, in addition to Maj. Fleet, are: G. Newman, vice-president and factory manager, Lawrence D. Bell, vice-president and general sales manager; Ray P. Whitman, assistant to the general manager, assistant general sales manager and advertising manager, and Thomas Kenny, secretary and treasurer.

The directors are: Maj. Fleet, Mr. Bell, Mr. Whitman, Mr. Newman, George M. Pynchon Jr., of the firm of Pynchon & Co.; Francis Dean Schnacke, member of the firm of Craighead, Cowden, Smith & Schnacke of Dayton, Ohio; Preston Lockwood, of the firm of Davisson & Manice, New York City.

Consolidated Gets Six New Agents on Coast

Daily News Record 9/19/29

Sales Efforts During Fall Will Be Concentrated in California and South

Special to DAILY NEWS RECORD

Buffalo, Sept. 18. — Lieut. Leigh Wade, chief flight testing officer of the Consolidated Aircraft Corp., who has just returned from a trip to the Pacific Coast, booked orders for more than 50 Fleet dual control training planes in California and closed six new dealer contracts. According to Ray P. Whitman, assistant general sales manager of the company.

"The reduction in the price of the Fleet plane from $5,500 to $4,985 has had a stimulating effect upon sales and our present unfilled orders are sufficient to enable the plant to operate on a normal production schedule for some time to come," added Mr. Whitman.

"During the late fall and throughout the winter months, we will concentrate our sales efforts on California, the South and the Southwest so that we anticipate no big curtailment in our production of this type of light plane. The six new dealer contracts closed by Mr. Wade in California are regarded as a favorable outlet for our planes on the Pacific Coast during the next six months."

All of the old type landing gears on the Fleet dual control training planes will be replaced by the Consolidated Aircraft Corp., without charge to the purchasers of the planes, Mr. Whitman said.

"About 150 planes are affected by this replacement offer," explained Mr. Whitman. "It has been found that the original landing gears which were standard equipment on the Fleet training planes were too light and are being replaced with a new improved type, which are reinforced and are considerably stronger."

The replacements have forced a temporary curtailment in the weekly production of Fleet planes.

HUGE PLANE ASSEMBLED

New 20-Passenger Flying Boat to Be Tested Here Saturday.

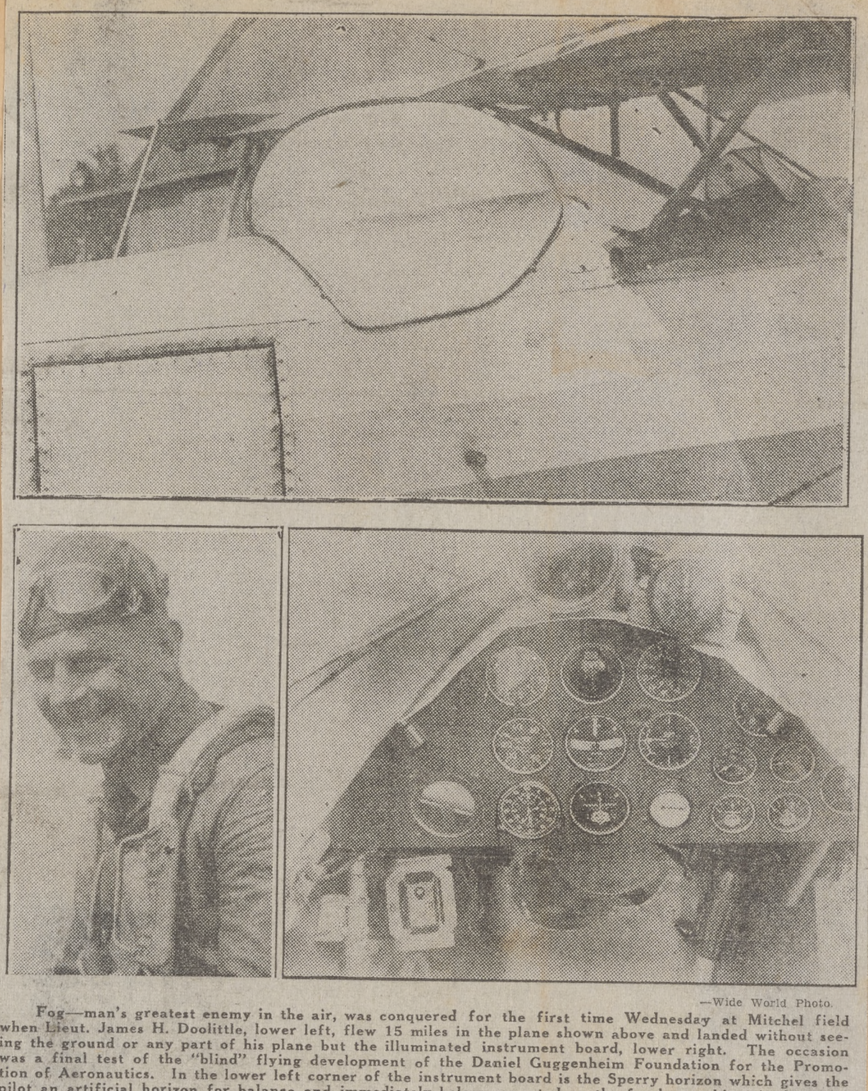
News 9/26/29

The new 20-passenger Consolidated Commodore flying boat, flag-plane of the New York, Rio & Buenos Aires Lines, Inc., will be launched and test flown sometime Saturday, according to latest advices from the factory. The ship stood assembled Thursday, but its designers wished to have it thoroughly inspected before it goes into the water and the air.

The Commodore is the largest flying boat thus far built in the United States and is a commercial adaptation of the Admiral, patrol plane, delivered by the Consolidated Aircraft corporation to the United States naval air service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

The ship will be used for regular service between New York and South American ports. It is the first of 12 similar planes which have been ordered by the transport company, the remaining 11 to be delivered at the rate of one a month.

Plane Is Flown 15 Miles "Blind" and Lands Safely



—Wide World Photo.

Fog—man's greatest enemy in the air, was conquered for the first time Wednesday at Mitchel field when Lieut. James H. Doolittle, lower left, flew 15 miles in the plane shown above and landed without seeing the ground or any part of his plane but the illuminated instrument board, lower right. The occasion was a final test of the "blind" flying development of the Daniel Guggenheim Foundation for the Promotion of Aeronautics. In the lower left corner of the instrument board is the Sperry horizon which gives the pilot an artificial horizon for balance and immediately below, mounted on the fuselage tubing, is the radio direction finder.

Who's Who in Aviation

New York Tribune - Sept 29

Major Reuben Hollis Fleet

Army flyer and contracting officer for the Air Corps, officer in charge of the first air mail service, now an airplane manufacturer.

Major Reuben Hollis Fleet, president of the Consolidated Aircraft Corporation, combines the qualities of a flyer and a keen business executive. He began flying in the aviation section of the Signal Corps, entering their flying school in San Diego in September, 1917. Afterward he became executive officer in charge of training in the office of the Chief of Air Corps in Washington.

He was put in charge of the experimental air mail route between New York and Washington, and flew in the plane that inaugurated the service. This line was the forerunner of the network of mail lines now in operation.

During his service in the Army Air Corps Major Fleet saw many different kinds of duty. At McCook Field, the Army's experimental proving ground, he was always sent to Washington to fight for pay increases for the McCook flyers when the budget was being made up, and he earned the reputation of getting what he went after. He was selected by the Army to attend the Gosport School of Advanced Flying for Instructors in England. When he returned to this country he was made contracting officer of the Air Corps, handling airplane contracts involving the expenditure of millions of dollars.

He left the Army in 1922 and became general manager of the Gallaudet Aircraft Corporation. He organized his own company, the Consolidated Aircraft Corporation, in 1923, by consolidating Gallaudet with the Dayton-Wright company. His training plane has been used widely for flying instruction, and the company is beginning production of a series of thirty-two-passenger flying boats.

In shooting mass formations from camera planes and from the ground we arranged to do so at times when such formations were being flown for practice, tactical training or review, thus interfering as little as possible with the routine work of the units. Admiral Reeves, Commander of the Aircraft Squadrons, Battle Fleet, Captain McCrary of the Naval Air Station at San Diego, and Admiral Raby at Pensacola afforded the "Hill Company" splendid cooperation, and it is for this reason that *The Flying Fleet* gave as accurate a portrayal of Naval Aviation as it did.

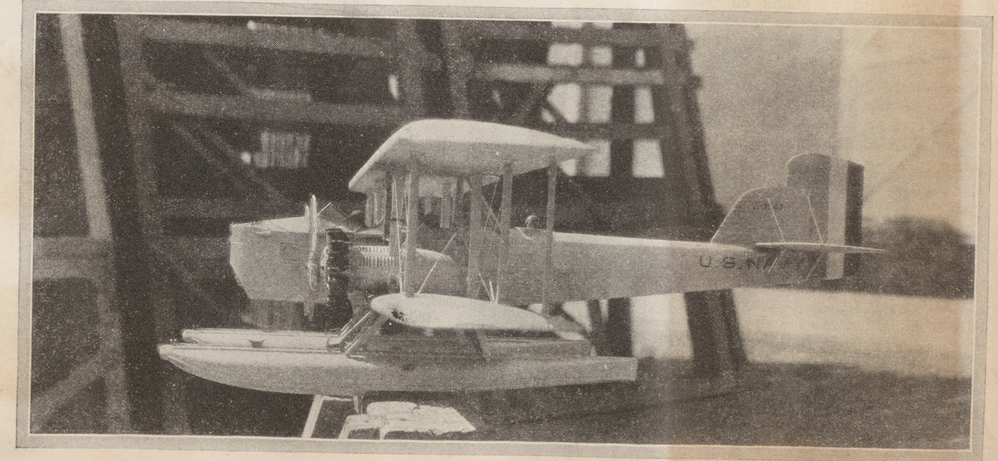
For economy it was not desired to take the entire cast of the picture to Pensacola, where all the training sequences were supposed to take place. Close-ups in the air, both dual and solo, were made in an NY-2 at San Diego, over a part of San Diego Bay and county that does not look unlike the country near Pensacola. Wing mounts were used. One such mount at the outboard struts showed both cockpits, and was used for shots of dual training, and also for solo shots, the pilot bending so

(*Continued on page* 96)

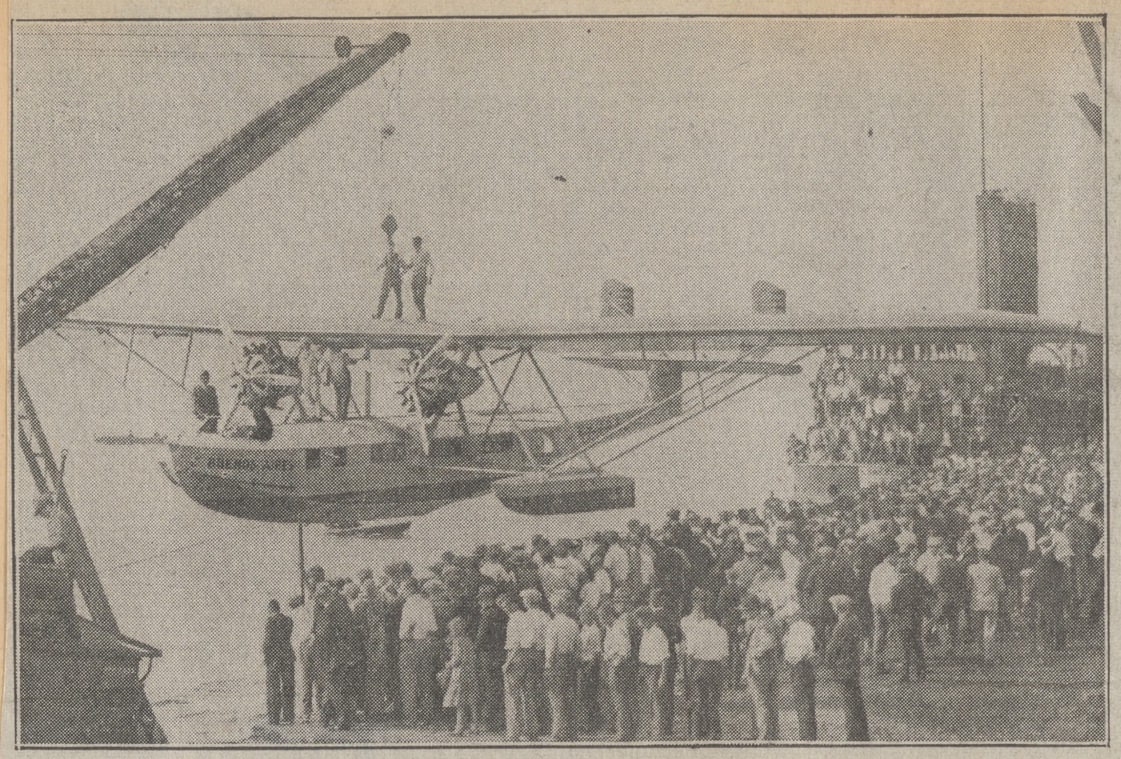
Aeronautics — September 1929

A NEW USE OF MODELS

Models like the one below were used for the crash sequences so as not to endanger the pilots



— Big Flying Boat Launched Here



—Evening News Staff Photo.

The largest flying boat ever built in the United States, the 20-passenger Commodore, constructed here by the Consolidated Aircraft corporation for the New York-Buenos Aires route, was launched Saturday in the Niagara river and successfully flown.

The big yellow and orange air liner was assembled on the sand and gravel dock at the foot of Hertel avenue and all day Saturday was the magnet which drew hundreds of curious citizens to watch its launching and first flight. Late in the afternoon a barge crane lifted the giant off its base and carried it to the middle of the river. While scores of speedboats, outboard sea-fleas and a cloud of other small craft hovered around it was lowered into the water and its two motors revved. Roaring, it plowed downstream to Motorboat island, headed into the wind, and arose gleaming and dripping into the air.

Lieut. Wade, chief test pilot for the Consolidated company, and William S. Grooch, chief pilot for the New York, Rio and Buenos Aires line, handled the dual controls in the limousine cockpit. Among those who made the first flight were Lawrence D. Bell, president of the Consolidated Aircraft corporation; F. E. Flader, Lewis Butts, D. M. Laddon, designer of the ship; James Stackak and Robert Clark.

—Evening News Staff Photo.

At the launching of the huge $100,000 flying boat, the Commodore, Saturday, were, left to right: Lawrence D. Bell, general manager of the Consolidated Aircraft corporation; Lieut. Leigh Wade, noted flier; Col. Ralph O'Neil, president of the Rio line; I. M. Ledden and Lieut. W. Stephen Grooch, who will pilot the ship.

Mrs. Hoover to Christen Giant Buffalo Air Liner Wednesday

Buffalo News 9/30/29

Plans Flight in "Buenos Aires," First of Fleet in Building Here for Rio Route.

From the Washington Bureau of the Buffalo Evening News.

WASHINGTON, Sept. 30.—Everything is in readiness at the naval air station here for the christening of the Buffalo-built Commodore Consolidated airplane Wednesday afternoon. The ship was launched at Buffalo Saturday.

Mrs. Herbert Hoover then will christen the ship the "Buenos Aires," and it is her present plan to make a short flight in the ship. A stand has been erected, which will place her at the proper elevation at the bow of the ship to break a bottle of carbonated water over the ship's prow.

Soon after these ceremonies the great airplane, which is the largest and most luxurious flying boat ever constructed in the United States, will start on its way to the Argentine capital, after which it is named, with a full load of 20 passengers.

Stood Severe Tests.

This will mark the beginning of the ship's regular service on the Buenos-Aires Rio de Janeiro division of the New York, Rio and Buenos Aires line, in which many prominent Americans, including Paul A. Schoellkopf and Col. William J. Donovan of Buffalo are interested.

A statement issued here by the operating company, which tells of the plane and the use to which it will be put, reads in part as follows:

"The plane has a wing spread of 100 feet and is powered with two Pratt & Whitney hornet motors, each having 575 horsepower. It has a cruising speed of 110 miles an hour and a high speed of 130 miles an hour. It is a commercial adaptation of the Admiral Patrol plane delivered to the United States Navy by the Consolidated Aircraft company. Acceptance of the airplane by the Navy was announced several days ago after severe 'rough water' tests off the Virginia capes.

First of Fleet of Twelve.

"While the original specifications of the Commodore called for a 32-passenger plane, with accommodations for a crew of four, the "Buenos Aires," as delivered will accommodate 20 passengers and a crew of four.

"The reduction in passenger accommodations was made to give greater comfort to passengers and to provide for express and mail cargoes.

"It is capable of flying with a full load on one engine and can take off with a full load in a dead calm in 45 seconds. The cabin is 8½ feet wide with a six-foot headway.

"The 'Buenos Aires' is the first of a fleet of 12 air liners of the type which will be standard equipment on the New York, Rio and Buenos Aires line. The additional 11 planes are to be delivered at the rate of one a month and the company holds options on eight additional. These planes cost $150,000. Smaller Sikorsky planes are used by the liner on 'feeder' routes.

"No expense has been spared in designing and furnishing the interior of the plane. It sets a new standard in beauty and comfort for air lines.

Latest Mode Followed.

"Each of the three passenger cabins, as well as the dressing room, is designed in accordance with the latest developments in interior decoration. A modernistic scheme developed by Frederick J. Pike, decorator, of Buffalo, is followed throughout with basic tones of silver henna and green predominating.

"In turning their attention to beauty and comfort, plane designers, according to Maj. Reuben H. Fleet, president of the Consolidated Aircraft corporation, are merely following the normal cycle of development of various modes of transportation.

"'The history of transportation,' Maj. Fleet points out, 'shows that once a new vehicle is invented, the attention of the builders is concentrated on speed and safety. After these two have been attained, the next step is making travel comfortable and enjoyable.

Complete Service by Jan. 1.

"This cycle of development has been followed by the horse-drawn coach, the railroad, the steamboat and the automobile. Now the airplane is following suit.'

"By the first of the year, the New York, Rio and Buenos Aires line will have a complete airplane service between the two Americas. Service will probably be inaugurated with a rail connection between New York and the vicinity of Cape Charles, Va., where actual plane service to Buenos Aires will begin. Four Commodores, ten Sikorsky and four tri-motor Fords will be in service then. Air operations out of New York will commence in the spring and the 8500 miles separating the metropolis of North America from that of South America will be traversed in seven days.

"Four Ford tri-motor all metal planes are now operating over the Andes mountains, linking Buenos Aires and Santiago, Chile. This route is the first of the company's eight divisions to be equipped and in operation."

AIRCRAFT MEN PROMOTED

Buffalo News 9/30/29

Lawrence D. Bell Is Made General Manager of Consolidated Interests.

Lawrence D. Bell, formerly vice president and general sales manager of the Consolidated Aircraft corporation, has been appointed general manager of all Consolidated interests, and Ray P. Whitman, formerly assistant to the general manager, becomes assistant general manager, it was announced Monday.

The change in the general management of the concern is coincident with the announcement that Maj. Reuben H. Fleet, president, and George Newman, vice president and factory manager, are retiring to devote their time to policy, expansion and the future development of the Consolidated interests. They will retain their titles but will not participate actively in management.

The Consolidated Aircraft corporation is now the largest airplane manufacturing unit in Buffalo. Mergers with the Fleet Aircraft corporation, a subsidiary, and the Thomas Morse Airplane company of Ithaca, made it one of the largest in this part of the country. Possibility of establishment of a branch on the Pacific coast is under consideration.

LOCAL PLANE IN AIR DERBY

Buffalo News 10/1/29

Consolidated Company Ship Entered in Ford Reliability Test Saturday.

Between 40 and 50 planes will take off from the Ford airport, near Detroit Saturday on the 1929 National Air tour for the Edsel B. Ford reliability trophy, including ships piloted by nationally famous men and women fliers.

The Consolidated Aircraft corporation has entered a Fleet biplane which will be flown by William Wheatley, test pilot. Mrs. Keith Miller, Australian aviatrix, who flew the same type plane in the "powder puff" derby from Santa Monica, Cal., to Cleveland during the National air races, will pilot a Kreider-Reisner training plane for the Fairchild company.

Lee F. Schoenhair of Los Angeles, whose pure white Lockheed-Vega monoplane rested at Buffalo airport for several days three weeks ago, will carry scorers and assistants over the route of the 16-day tour.

Cash prizes for the tour run from $200 to $2500.

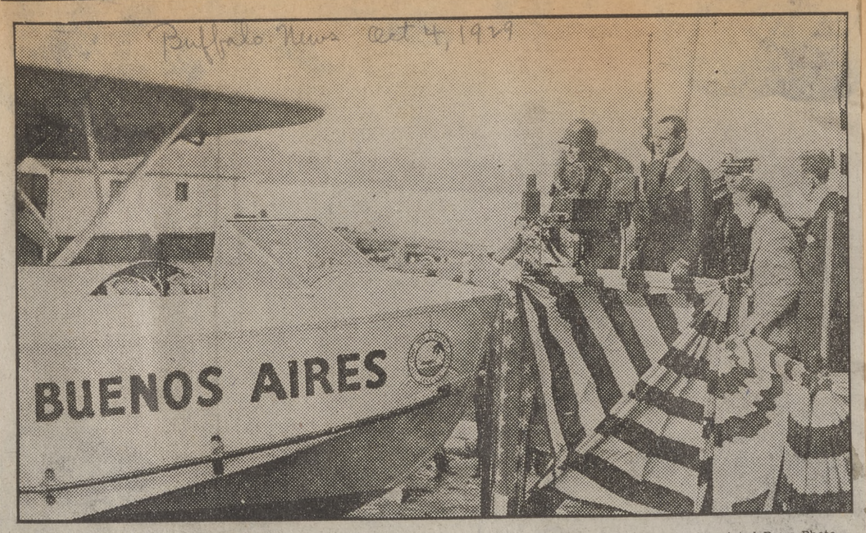
Success Attends Launching and First Flight of Seaboat

Shaking the water of Niagara river from its pontoons late Saturday afternoon, America's largest flying boat air liner, the Commodore, rose easily to the air on its first test flight. Its brief journey over Grand Island and along the frontier will be exchanged next week for the more arduous grinds of the Rio de Janeiro to Buenos Aires run, a new passenger line.

After a day in New York Monday and christening in Washington Wednesday by Mrs. Herbert Hoover, the mammoth ship will be flown south to inaugurate the first partial service of the company, plying along the coastline which borders the jungles and pampas of South America.

It was said in official aviation circles Saturday that the new air line may increase its order of these flying boats —at $100,000 apiece—to 20. The New York to Rio leg of the run will be made by tri-motored Ford planes and Sikorsky amphibians, but will not be inaugurated until next year.

First Lady Christens Huge Buffalo-Built Air Liner



—Associated Press Photo.

Mrs. Herbert Hoover christened the Buenos Aires, the new 20-passenger flying boat which was built in Buffalo and will ply between the United States and South America. Beside Mrs. Hoover at the ceremony is Col. Ralph O'Neill, president of the New York, Rio & Buenos Aires air line.

Giant Air Liner Built Here Is Christened by Mrs. Hoover

Messenger of Good Will, She Calls Ship for South American Line—2000 Witness Ceremony.

From the Washington Bureau of the BUFFALO EVENING NEWS.

WASHINGTON, Oct. 4.—"God speed you, messenger of good will."

With these words, amidst a colorful throng of diplomats representing the 21 South American republics, Mrs. Herbert Hoover late Thursday christened the Buffalo built Commodore Consolidated airplane Buenos Aires.

On Oct. 11, the huge and luxurious monoplane, operated by the New York, Rio and Buenos Aires Line, Inc., in which many Buffalonians are interested, with a list of 20 passengers, will start on its maiden voyage to the port after which has been named. It was launched Saturday, Sept. 28, at Buffalo.

The event was a gala occasion. It had an almost martial air as the United States Navy band, borrowed for the occasion, alternated in playing military selections and music of Spanish lilt. The hangar which will house the huge plane until its trip next week was draped with the flags of the South American countries present.

Sailors Snap to Attention.

As the White House car arrived, bearing Mrs. Hoover and her naval aide, Lieut. Commander John F. Ostrander Jr., a full company of sailors snapped to attention and formed a cordon through which she passed.

Officials of the Consolidated Aircraft company of Buffalo present were Lawrence D. Bell, general manager, and I M. Laddon, who designed the ship, accompanied by Mrs. Laddon. Buffalonians interested in the company which will operate the ship in regular service between this country and South America include Paul A. Schoellkopf and Col. William J. Donovan.

Herbert Hoover Jr., son of the President and Mrs. Hoover, also was an interested spectator at the christening.

Murmurs of Admiration.

For the christening ceremonies, the giant orange and cream flying boat had been wheeled from the water at the United States naval air station and nosed into the ten-foot christening stand, draped in red, white and blue bunting, upon which Mrs. Hoover stood. Behind her, in addition to the South American diplomats were Secretary of Commerce Robert P. Lamont, Col. Ralph A. O'Neill, president of the New York-to-Rio line, and Dr. L. S. Rowe, director of the Pan-American union, who acted as master of ceremonies.

A crowd of more than 2000 spectators witnessed the christening.

A murmur of admiration was voiced from the crowd as Mrs. Hoover, dressed attractively in blue, wearing a fur piece and carrying an arm bouquet of yellow roses, stepped forward to accept the christening bottle from the hands of Col. O'Neill.

Mimic Battle Staged.

The bottle, said to have been champagne by Buffalo officials of the air line, was encased in gold metal mesh adorned with the combined colors of the United States and Argentine.

As the christening ceremonies got under way, the annual mimic war show staged by the Army on the War college grounds across the channel from the naval air station began. From the Navy side of the river could be seen the smoke from the rumbling cannonade, while overhead mimic "dog-fights" were staged in the air by a group of pursuit planes from Selfridge field, Mich.

Mrs. Hoover advanced to the front of the christening stand. The multitude on the ground below was still. Then came her words clearly, above the din of airplane motors and the rat-a-tat-tat of machine gun fire, "God speed you, messenger of good will," as with a single, steady blow she shattered the golden bottle over the bow of the ship.

Wright's Feat Recalled.

Heads uncovered, and arms raised to snappy salutes as the "Star Spangled Banner" concluded the exercises.

The ceremonies were opened by Dr. Rowe, who declared in a short address that the event possessed real significance for members of the Pan-American union. He was followed by Secretary Lamont, who recalled an event of 20 years ago, when Orville Wright, flying an 800-pound plane, attained a speed of 42 miles an hour on a round trip flight between Washington and Alexandria, Va., five miles away. Col. O'Neill concluded the speech-making by declaring that his company would do all in its power to knit the South American countries as closely to the United States as any of its component parts.

Rowe Sees Significance.

"The extraordinary development of improved means of communication between the countries of this hemisphere has given an added impetus to Pan-Americanism," said Dr. Rowe. "We now begin to see the service which the airplane is destined to render in the future. Through this agency the nations of the Americas will be brought into such close touch with one another that the misunderstandings which in the past have arisen because of lack of acquaintance will disappear."

After the christening was over, the crowd surged forward to get a better view of the ship, which is strikingly painted, with a cream body, edged in black, and huge orange wings. Herbert Hoover Jr. was among the first to go inside the craft, which is entered from the top of the fuselage. Without the aid of a ladder, he hoisted himself upon a foot rest and scrambled into the opening. Upon emerging he voiced his approval of the ship.

Ruth Bryan Owen Pleased.

Another notable to view the inside of the ship was Mrs. Ruth Bryan Owen, representative in Congress from Florida, and daughter of William Jennings Bryan. The decorations of the ship's interior, executed in excellent taste, took Mrs. Owen's eye. She showed particular interest in the seat cushions, which are life preservers when stripped of their decorative covering.

The crowd collected at the naval air station far in advance of the arrival of the Consolidated ship, which flew to the ceremonies from New York. Although the ship, piloted by William Gooch and Lieut. Leigh Wade, was due prior to 3:30 P. M., it did not arrive until nearly 4 o'clock, due to rough weather.

Gooch to Pilot Ship.

Gooch will pilot the ship on its South American flight, and after the ship landed at the station, absented himself, soon to emerge in the natty powder blue pilot's uniform of the New York to Rio line.

The "Buenos Aires" has a wing spread of 100 feet and is powered with two Pratt and Whitney "hornet" motors, each having 575 horsepower. It has a cruising speed of 110 miles an hour and a high speed of 130 miles an hour, and carries a radio set with a radius of 250 miles. It is a commercial adaptation of the Admiral patrol plane delivered to the United States Navy by the Consolidated corporation, and which now is at Annapolis.

While the original specifications of the Commodore, which is the trade name of the "Buenos Aires," called for a 32-passenger plane, with accommodations for a crew of four, the Buenos Aires as delivered will accommodate 20 passengers and a crew of four.

First of a Fleet of 12.

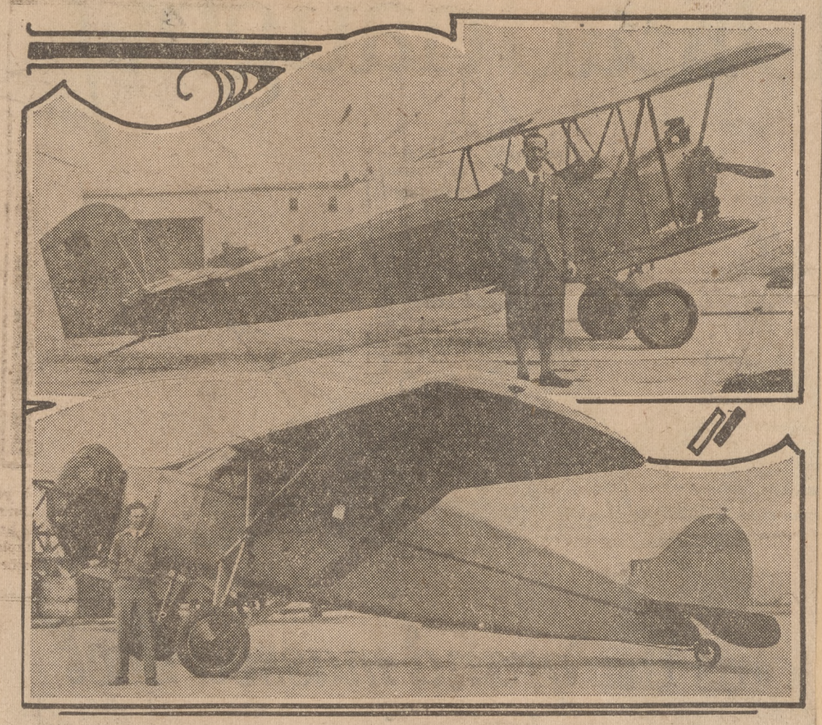
The reduction in passenger accommodations was made to give greater comfort to passengers and to provide for express and mail cargoes.

The Buenos Aires is the first of a fleet of 12 air liners of the type which will be standard equipment on the New York, Rio and Buenos Aires line. The additional 11 planes are to be delivered at the rate of one a month. These planes cost $150,000.

Nothing has been spared, according to official statements, in equipping and furnishing the interior of the plane. Each of its three passenger compartments, as well as the dressing room, is designed in accordance with the latest developments in interior decoration.

A modernistic scheme developed by Frederick J. Pike, decorator, of Buffalo, is followed throughout, with basic tones of silver, green and henna predominating.

New and Fast Planes at Airport



Attracting attention at Swan island last week were the trim and speedy Fleet plane (top) of Gordon Nounce, appointed as factory representative for the Fleet Aircraft corporation, and the Stinson Junior (below)

The Fleet plane being flown by Mounce is designed for training purposes with particular attention paid to the safety factor. It is the first of its kind to be used here.

Mounce's appointment as coast representative of the Fleet corporation follows out announcement made by Major R. H. Fleet here recently that the company plans to give attention to western business. At the time he reported that a Fleet branch factory would be established on the Pacific coast.

Mounce has announced plans of establishing a distributing agency for the corporation here and of naming dealers in Oregon.

Until his new appointment, Mounce was with Aerial Mapping Engineers Inc., and the Shields-Clark Aviation company. He established one of the Pacific Northwest's early flying schools at Everett in 1924 and, coming from there, has flown for three years in Portland. Besides his commercial work, he is a lieutenant in the air reserves at Pearson field, Vancouver, Wash.

Pilot of Airplane Exonerated For Fatality Near West Lorne

10/2/29

London, Ontario

Inquest Held Here Into Death of Mrs. Loretta Golem, of Buffalo

That no one was in any way responsible for the injuries received by Mrs. Loretta Golem, aged 31, of Buffalo, in an airplane accident near West Lorne on Friday, September 13, of this year, which resulted in her death the day following. This was the verdict of the jump impaneled by Coroner Dr. E. L. Hodgins to inquire into the accident. The verdict was returned after 10 minutes' deliberation.

The inquest last night was a continuance of the one of September 14 and adjourned to allow Major R. H. Fleet, pilot of the ill-fated plane to be present. The evidence adduced left no doubt of the complete exoneration of Major Fleet, the only occupant of the craft, in addition to Mrs. Golem. The latter was the private secretary of the pilot.

The verdict read: "Loretta Golem came to her death on September 14, 1929, at Victoria Hospital, London, as a result of injuries received in an airplane accident on the Russell Reid farm, Dunwich Township, and that no blame can be attached to anyone."

MAJOR FLEET TESTIFIES

Major Fleet was the principal witness. Supported by crutches, he was assisted into the witness box by Arthur Farnoff and W. B. Wheatley, mechanical engineers of the Consolidated Aircraft Corporation of which witness is the president.

The plane they were flying was a Fleet sport biplane, he said, with an open cockpit. In reply to a question of Crown Attorney Judd, Fleet stated this was considered to be among the safest of the different types of airplanes. It had been passed by the department of commerce of the United States, he said.

The plane had a dual control system, and Mrs. Golem herself a licensed pilot, had flown the plane on part of the trip from Detroit to Buffalo. When the motor began to miss witness said he immediately took the controls.

Crown attorney: "Had any other

Pilot

(Continued From Page One.)

stops been made since you left Detroit"?

Witness: "None."

The plane was at an altitude of 750 feet when he first considered it expedient to take the controls.

"I first flew straight ahead, edged to south in order to find a suitable landing place. As the motor continued to miss I lost altitude and at a height of 475 feet I ascertained for sure that a forced landing must be made.

Crown Attorney Judd: "Did you become alarmed?"

Witness: "Not alarmed, sir, but very alert. I realized that I must do one or two things. I could either fly straight ahead and land with the wind, or turn and land into the wind. At this time I had sufficient power to inveigle me into making the turn."

RIGHT LANDING.

Crown Attorney: "It is considered the best policy to land into the wind, is it not?"

Major Fleet: "Yes. I banked around on a turn of about 180 degrees, so that I was flying due west."

Crown attorney: "Were there any obstructions which prevented you from landing?"

"Yes, there were two trees directly in the path of my flight. I tried to get the motor to carry me over the top of these, but in so doing lost flying speed, so that there was nothing to keep the plane in the air, and, veering to the left, it dived almost straight downwards."

The motor had stalled after making the turn, said the witness.

Major Fleet burst into tears when asked if he remembered seeing Mrs. Golem immediately after the accident.

"When I regained consciousness I asked where she was. They told me she was beside me. I tried to crawl over to where she was lying. I—"

At this juncture witness was unable to suppress his emotions, and tears streamed down his cheeks. It was several minutes before he was able to reply by stating that it was the next day before he knew that his secretary had been seriously injured. He was not informed of her death until Tuesday.

An interesting caincidence connected with the accident was revealed when Major Fleet replied to a question stating that he had just completed 13 years of active flying when the crash occurred. The unfortunate day came on Friday, the 13th. It was the first serious smash Major Fleet had ever been in.

MR. REID

Russell Reid, on whose farm the plane crashed, stated that it was about 2 o'clock when he noticed the craft pass over his barn, almost on its side. The motor was missing. The plane was righted again and then the engine ceased to function, the plane going into a straight nose dive. The pilot had apparently done all in his power to avoid an accident, witness said.

Mr. Reid said that he had immediately called Drs. A. T. Ripley, of West Lore, and C. McKinnie, of Dutton. He had not tried to talk with the injured, being chiefly concerned in getting them to the hospital.

W. B. Wheatley, employed as a testing pilot with the Consolidated Aircraft Company, was brought to the city by Major Fleet to testify. He stated that he had tested the motor and plane before it was sent out. The motor was a five-cylinder Wright Whirlwind. At that time both were in perfect condition.

Witness said that he had been among those to overhaul the motor following the accident in order to ascertain the cause of its stalling. This, he said, was due to a deficiency in the adjustment of the rocker valve of one of the cylinders, preventing it from opening more than a 15th of an inch.

The accident was unavoidable, he said, and Major Fleet could not tell definitely from the cockpit what was causing his motor to miss.

In reply to a question of the crown, asking whether Canadian customs had been consulted before the wreckage was removed to the United States, witness replied that he believed both St. Thomas and London authorities had given their consent, and the removal was made in a legal manner.

Dr. John Lindsay, of London, who conducted the post-mortem, also testified. Mrs. Golem's death was directly due to a broken neck, he said. She also received a laceration of the scalp, about eight inches in length, lacerations of the left hand and injuries to the spinal cord.

High Constable Wharton explained that since the accident occurred in Elgin County, it was naturally inferred that the inquest should be held there. But Crown Attorney McCrimmon, of Elgin, had consented to having it transferred to Middlesex. The cost was being borne by the County of Elgin, he said.

The jury consisted of C. R. Walker, foreman; Allan Wadell, C. R. Walker, Ed. Johnston, Frank Baratta, George Tustin and Arthur Bentley. Dougal Graham and David C. Wilson.

Consolidated Aircraft, Buffalo, Sell 150 Fleet Sports Planes In Seven Months

The Fleet Sports Plane Manufactured by the Fleet Aircraft Corporation of Buffalo, New York.

Editor's Note—Since this article was put in type, Major Fleet met with an accident in Ontario due to airport not being lighted. His Co-pilot was killed and Major Fleet seriously injured.

Within seven months after its incorporation as the selling organization for the Consolidated Aircraft Corporation, Fleet Aircraft Inc. has sold more than 150 of its sport planes. These two-place dual control sport bi-planes have been purchased by individuals, dealers and various flying services operating throughout the United States.

To meet orders which are coming in steadily, two Fleets are now being produced daily and it is planned to increase this output to three planes a day. Additional machinery is being installed to enable the company to effect this increase, and the three a day schedule will be in operation by the end of the year.

The increased sales of the Fleet plane are due in large measure to an aggressive policy instituted by Lawrence D. Bell, president of the Fleet Aircraft Corporation. Mr. Bell's connection with the Consolidated Company began on July 1st, 1928, when he took charge of the manufacture of the Consolidated XPY-I ship which the company was producing for the United States Army. On January 1st, 1929, he became general sales manager for the Consolidated Company and in February, after the incorporation of the Fleet, he was elected as its first president.

Mr. Bell immediately started a sales campaign which resulted in securing more than a dozen representative aviation companies as distributors and dealers for the plane. Among the organizations handling the Fleet plane which are located in all parts of the United States are: Colonial Flying Service, Universal Flying Service, Art Goebel Aviation Company and the Pittsburgh Aircraft Agency Corporation.

Through a series of national tours arranged by Mr. Bell, the interest of the aviation industry and the general public has been focused on the plane. Through these tours it is demonstrated thoroughly and put through a series of tests to show the dealers themselves its sturdiness and reliability.

Lieutenant K. B. Wolfe, on leave from the United States Army, is now touring the northeast, while Lieutenant W. B. McCoy, also on leave from the Army, is touring the southeast. Demonstrations of the Fleet are being given on the Pacific coast by Lieutenant Leigh Wade, chief test pilot for the Consolidated Company, who flew across the country from Buffalo in a standard Fleet sport model.

Major Reuben H. Fleet, president of the Consolidated Company and chairman of the Fleet board of directors, is using one of the planes for a 15,000 mile tour of the country. He will visit important aircraft centres in the United States as well as all of the Fleet dealers. This is the first time that an executive of a national selling organization has made a survey of this particular field in an airplane. Mayor Fleet, an expert pilot, is taking his secretary along with him on his trip.

Mrs. Keith Miller, British aviatrix, who captured a world's long distance point to point record for women in her flight from London to Tasmania with Captain W. Newton Lancaster in 1928, piloted a Fleet in the first women's air derby held in connection with the National Air Races at Cleveland.

Among prominent people who have recently purchased Fleets for their private use are: George Pynchon, Jr., of Pynchon and Company, New York City; Earl D. Osborn, former editor of Aviation; Lorillard Spencer, of New York and Newport; Roger Wolfe Kohn and Colonel Merian Cooper, president of Federal Aviation Corporation.

The record of every plane sold proves the merit of the Fleet for flying instruction, for sport and for business use. Formerly known as the Husky Junior, it was the little brother of the Consolidated Husky, standard training plane of the United States Army and Navy for the past five years. It has back of it the eight years of engineering effort which the Consolidated Company has devoted to the production of reliable aircraft.

As a result of the experience gained in producing over seven hundred training planes which have flown millions of miles, all features found to be essential for a sturdy plane of this type have been incorporated in the Fleet.

The ship has a wing span of 28 feet and is equipped with either a Warner or Kinner K-5 engine. Although its gasoline capacity is 24 gallons, extra fuel tanks may be installed to afford a total fuel capacity of 50 gallons, providing seven and a half hours endurance at cruising speed. The main fuel tank is placed in the upper wing and can be drained in any flight position. The engineer is bolted to

USE THE AIR MAIL

Major Fleet Succeeded by Bell

BUFFALO (N. Y.)—Lawrence D. Bell, vice-president and general sales manager of Consolidated Aircraft Corporation, has been appointed as general manager of the Consolidated group of aeronautical interests succeeding Maj. R. H. Fleet, president, who will retire from active management of the plant. Ray P. Whitman, formerly assistant to the general manager, will become assistant general manager. It is also announced that George Newman, vice-president and factory manager of Consolidated, will also retire from active service. Major Fleet and Mr. Newman will devote all of their time in the future to determining the policies of the corporation and its plans for future business expansion.

Husky Plane Parts to Army

BUFFALO (N. Y.)—Consolidated Aircraft Corporation here has received an order from the U. S. Army Air Corps for an order of spare parts for Consolidated Husky trainer planes, valued at $265,000, according to Ray P. Whitman, assistant general manager of the company, who says the order will be filled within the next few months. Delivery is also to be made to the Siamese Government of spare parts totaling $7,000.

Simulated Landings, Take-Offs In Fog Made by Lieut. Doolittle

Employ New Devices In Guggenheim Tests

MITCHEL FIELD (L. I.)—The possibility that planes may soon be able to make practical safe landings in a fog was demonstrated at this airport recently by Lieut. James H. Doolittle, leading Army flier.

Doolittle, seated in the cockpit of a Wright powered, Consolidated Training plane—the cockpit enclosed in order to obscure all vision—guided his craft safely into the air, made a flight of 15 mi., and then returned to a landing near the spot of his take-off.

For several weeks, secret experimental flights testing out three new instruments and the improvement of a fourth had been made here. On the first public exhibition of the plane equipped to take-off, fly and land "blind," he was accompanied by Lieut. Benjamin Kelsey.

Use Special Radio Beacon

The Daniel Guggenheim Fund for the Promotion of Aeronautics has been working many months on these devices which would conquer what is termed the flier's worst enemy—fog. The successful termination of experiments indicated that craft and flying fields might soon be practically outfitted with a development of this new equipment at an appreciably small cost.

A system of visual radio control as well as the ordinary audible type of communication received through ear sets, was one of Doolittle's greatest aids.

A special radio beacon was installed here for that purpose as well as the long distance type already in use, and cost around $2,000, but its use on a large commercial scale would considerably lower that figure.

This beacon throws a beam of from fifteen to twenty miles in length and registers on the pilot's instrument board through two delicately adjusted reeds. They tell the pilot by vibrations one way or the other, whether he is off or on his course. By regulating his distance from the airport, Doolittle was able to work out the proper gliding distance necessary for a safe landing.

It was when nearing the ground that the new types of instruments especially helped him. One of them was a very sensitive altimeter, corrected for variations of atmospheric conditions, which gives the distance from the earth within a dozen feet or less. Another was a gyroscope which established an "artificial horizon" which gave him his lateral and longitudinal positions.

The third was a directional gyroscope which indicated his directional and also his longitudinal angles. This instrument, being very delicately adjusted, is only of real service when landing or taking off.

Harry F. Guggenheim, president of the Fund, has the following to say concerning the successful experiments:

"It is significant that the achievement is realized through the aid of only three instruments which are not already the standard equipment of an airplane. In other words, with the commercial manufacture of these instruments, the necessary equipment for fog flying will be neither expensive nor complicated, but of such a nature that it is readily available to the average pilot, and easily comprehended. The commercial practicability of the development is, therefore, assured from the start.

"Many individuals and organizations have participated in making this development possible. Lieutenant Doolittle has been in charge of the full-flight laboratory from the start, and was made available for this work through the courtesy of the Army Air Corps. He studied at both the University of California and the Massachusetts Institute of Technology, and his aeronautical achievements, including the winning of the Schneider Cup Race in 1925, rank him as one of the country's leading pilots. Professor William Brown of the Department of Aeronautics, Massachusetts Institute of Technology, was his technical assistant and for some time has been actively engaged in various phases of aviation with the Navy, the Army and the National Advisory Committee for Aeronautics.

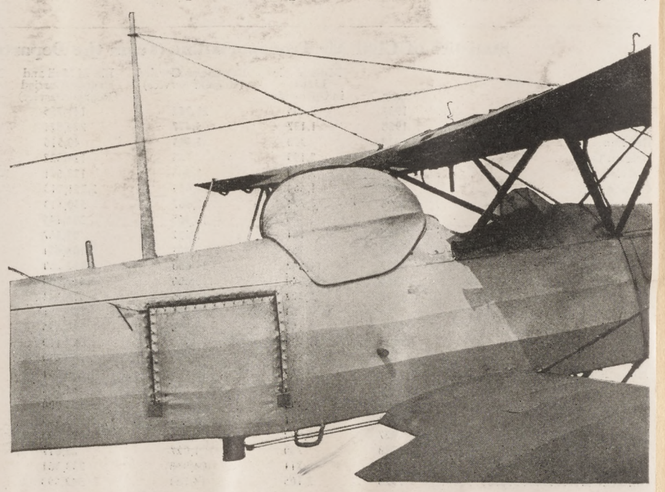
"The Bureau of Standards and the United States Army and Navy have both contributed to the work, and mention should also be made of the following companies whose instruments and experimentations made possible the necessary equipment: Pioneer Instrument Company, Taylor Instrument Company, Sperry Gyroscope Company, Bell Laboratories, Radio Frequency Laboratories, and Kollsman Instrument Company.

Development Still Required

"The new principle which has been demonstrated solves what I have considered in the past one of the two remaining fundamental problems of aviation. The application of this principle, however, and the final perfection of the best equipment for all phases of fog flying will require time and effort on the part of commercial and military organizations.

"For example, in our demonstration, use was made of the barometric altimeter which must be corrected for variation of atmospheric conditions. This correction is made by telephonic communication from the ground to the plane. Other altimeters not subject to at-

(*Concluded on Page* 724)



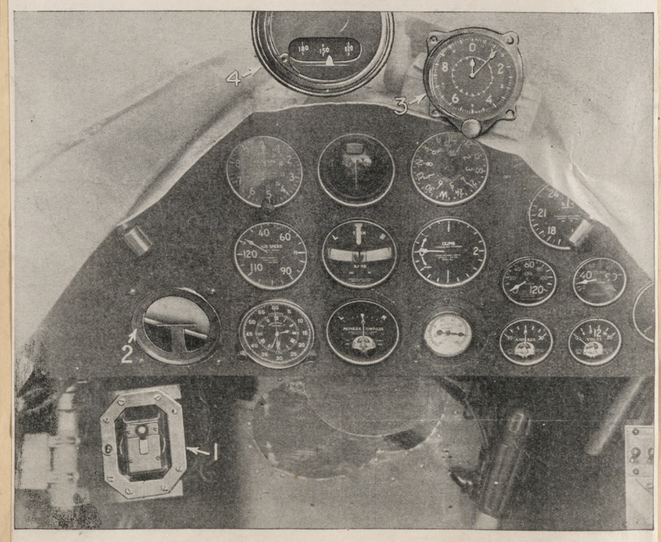
Showing Covered Cockpit and Radio Antenna on Test Plane

mospheric change are now in process of development, and the Fund is assisting in this experimentation. Notable among these is the sonic altimeter, a development by Dr. Elmer Sperry, and the radio altimeter now being developed by the General Electric Company.

"Also, while the pilot flies at sufficient altitude to clear all surrounding obstructions in coming into the field, the problem of collision with other aircraft in the air when flying through fog is a serious one. This can only be eliminated today by telephonic orders from the ground directing the planes flying over the same routes so as to keep out of each other's way. The perfection of an instrument to warn of the approach of another plane is a device for the future. In addition, while the particular beacon used in the Fund's experiment is located at the edge of the field, the beacons of the future will be so located that it will be possible to land always into the wind. These are examples of the developments that should be greatly stimulated from now on."

Lieut. Doolittle also speaks of a plan whereby a radio border marking the outlines of an airport would greatly aid the pilot in guiding an airplane to a landing during foggy weather.

Instruments Used in Fog Flying Experiments

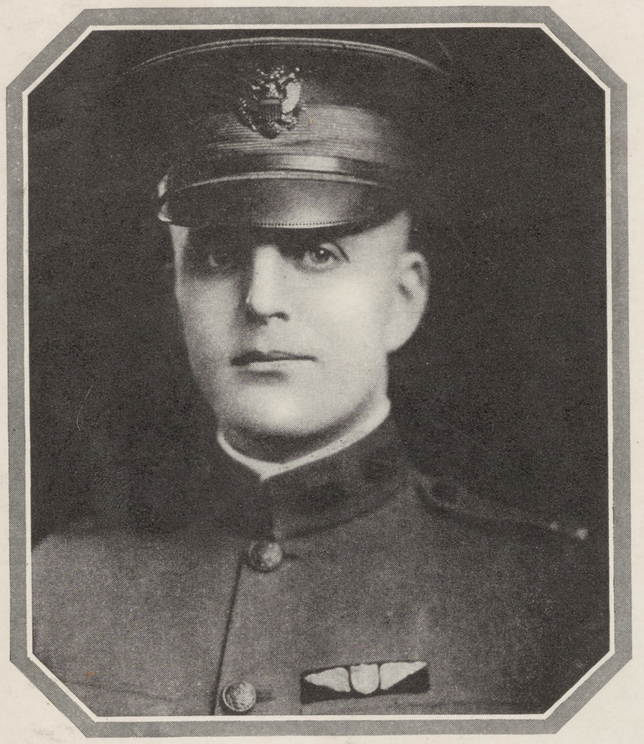


A Glance Into the Cockpit of Lieutenant Doolittle's Consolidated training plane is afforded in the above photograph, which shows the instruments used by the Army flier in his recent blind flying test in which fog landings and take-offs were simulated. Beside the standard Pioneer panel, the four special instruments are shown as follows: 1—visual radio beacon, 2—Sperry gyroscopic artificial horizon, 3—Kollsman sensitive altimeter recording height above the earth within a dozen feet, and 4—extremely sensitive directional gyroscope.

This man FLEET

by

HELEN K. SCHUNCK



Blank-Stoller

Reuben Hollis Fleet

THERE is one man in aeronautics whose surname, according to Funk & Wagnalls' "Practical Standard Dictionary," means — "Rapid, nimble, swift"; or, "to fly swiftly"; and there is one man whose personality those very words conjure up: Reuben Hollis Fleet, President of the Consolidated Aircraft Corporation, Buffalo, New York.

Fleet is a dynamic person; one never forgets him. He is restless, untiring; one whose nature demands activity; a man made for accomplishment and success. Failure is a word he does not recognize; a fight cannot last long enough to exhaust him; he is victorious a goodly portion of the time because of his will to win. He overpowers his adversary by his sheer force of will, and wears him out with his insistence. That is why McCook Field always sent Major Fleet to Washington when promotions were in order. The Air Service was known for its stringent methods regarding salaries, and the story goes that Fleet's success in bringing back an approved list of raises was due to his getting the man with the deciding voice, blocking his way by sitting directly in front of him, and then talking him into submission.

Fleet is a pilot, of course. His connection with aviation dates back to March, 1917, when he became a student at San Diego. His assignments in the Air Service were varied, and his record always brilliant. "Who's Who in American Aeronautics" gives the following regarding his career:

"Born, Montesano, Washington, March 6, 1887; Culver Military Academy.

"Aeronautical Activities and War Service: Student, Air Service Signal Corps, San Diego, California, March 31 to September 10, 1917; O. C. Machine Shops, S. C. A. S., September 10, 1917 to January 3, 1918; Assistant Executive Office, Chief of Training, O. D. M. A., January 9 to May 30, 1918; O.C., Training Aerial Observers and Army Corps pilots; O.C., Air Mail Inauguration; Flying Course, Brooks Field, June 2 to June 18, 1918; O.C., Flying, Mather Field, June 20 to September 20, 1918; O. C. Experimental Test Flying, Wilbur Wright Field, September 23 to 28, 1918; on Board of Officers, Standardizing Training Course, September 29 to October 15, 1918; Special Mission Investigating Training Abroad, October 17 to December 21, 1918; graduate, School of Advanced Flying for Instructors, Gosport, England; Office of the Chief of Air Service, December 21 to January 23, 1919; Contracting Officer, Air Service Engineering Division, January 25, 1919 to November 30, 1922; General Manager, Galluadet Aircraft Corporation, December 1, 1922 to April 30, 1923; President and General Manager, Consolidated Aircraft Corporation, May 29, 1923, to date. . . . ."

My own acquaintance with this picturesque personage of aviation dates back to 1918, when Major Fleet was Contracting Officer for the Air Service. That was a man sized job! Its duties consisted of purchasing all the airplanes, engines, and aviation accessories used by the entire Air Service (now it's the "Air Corps"). The man in charge had, first of all, to be absolutely aboveboard, one whose integrity could not be questioned, for certainly if there was a chance for graft anywhere in the Service it was here. Next, he had to be a good horse-trader; he had to make every dollar go as far as possible, for the Air Service at that time was only the stepchild of the General Staff and of Congress. There were no five year programs then! Suffice it to say that the men in the industry still tell what a hard-boiled customer Fleet was! And they also say, with a laugh, that he is just as hard-boiled now when he is selling his own product!—Which only goes to prove that one's attitude depends upon the side of the fence one is on.

[*Continued on page 93*]

He gave himself as unstintedly to the Service as he gives himself to his own business now. We, who worked closely with him, knew that when the day was too short to accomplish all our work, we worked into the night. The last few days of our fiscal year, he and all of us worked all night long! I remember one occasion when the office force left the Field at 5:30 A. M. And all of this activity was for the purpose of *spending* money! You see, every cent of the appropriations that remained unspent on July 1, reverted to the Treasury of the United States; and it wasn't wise to allocate all of the money early in the year, for aviation design in those years (1919-1922) was really less stable than it is today.

Possibly the mention of one appropriation only will explain just a little of the situation we were in. The Engineering Division was allotted the sum of $10.00 per quarter of a year for telegrams! How did we get around that? By a gentleman's agreement with the contractors that all telegrams from us would be sent them collect, and, of course, their answers would be prepaid; and that they would be charged to us on a purchase order under some such term as "bolts and nuts," or anything else applicable to their particular job.

Now you can understand why we needed a man of Fleet's type as Contracting Officer.

He drove his associates by the force of his own zeal. There were no loafers on his force; but, in turn, he was much more interested in the contents of their pay envelopes than the average Army Officer whose own pay is regulated by statute—regardless of his worth to the Service.

All was not pleasant working with him. Being of a nervous, flamboyant temperament, it was inevitable that there would be occasions when he would go on a rampage when things went wrong. I remember one occasion particularly when he threw everything off his desk—ink and all—because his secretary refused to work overtime. Whenever he had occasion to refer to any of the papers which had been among those on his desk that day and which, of course, were sadly marred from their nose-dive with the ink, he smiled and remarked — "This went through the war!" He wasn't ashamed of his outbursts; he rather gloried in being able to get away with them. But he was absolutely fair; if one were shouted at one day, and Fleet found he was wrong about it, he never forgot to apologize. It takes a big man to apologize to a subordinate.

He is tender hearted. One Christmas when various groups at McCook Field decided to play Santa Claus to the poor of Dayton, Fleet not only contributed money generously, but he made a personal investigation of the families assigned to us to see what was most sorely needed, and on Christmas morning he personally delivered our gifts! I've seen him approached by hungry men on the street; he doesn't give them money, but he does take them to dinner. He is basically a real philanthropist.

He is an individualist,—an egoist, too; what successful man is not? He loves to do the conspicuous thing; keep people waiting for him for hours; secure a table in a restaurant where reservations have long been exhausted; obtain admission to a big football game without tickets; convince the Police Department the traffic cop was wrong in moving his car, and insist and have it driven to the spot from which it was moved.

He is a delightful companion,—amusing, interested in people and in things; at home anywhere; enjoying everything except inactivity. He likes campfire suppers, and will even wash the dishes after one—and do a thoroughly good job of it.

As for hobbies, unless one could call his business that, I don't believe he has any.

His success has really been phenomenal when one considers that he formed the Consolidated Aircraft Corporation as late as 1923. Training planes have been their specialty, but recently they have developed a huge seaplane to accommodate from 20-32 passengers. The company owns its own airport of 90 acres, near Buffalo, including a factory site of 20. It also owns a sight-seeing and taxi company. It will, according to a recent press report, do a business of more than $7,000,000 this year.

The cares of his large business are showing on him a bit; he has learned that gates were designed to be walked thru, instead of jumped over. He has been tremendously successful, and has not yet nearly reached his zenith.

* Little Miss Schunck, former able and efficient secretary to that giant figure in aviation, Anthony Fokker, was in an enviable position to know intelligently the personalities she writes so understandingly about.

THE AERONAUTIC REVIEW • October 1929 •

N.A.A. Lauds Guggenheim and Doolittle for Fog-Flying Success

THE sincere congratulations of the National Aeronautic Association were sent to Harry F. Guggenheim, president of the Daniel Guggenheim Fund for the Promotion of Aeronautics, Inc., by President Hiram Bingham on the occasion of the successful fog-flying tests made by Lieut. James H. Doolittle, Army Air Corps, at Mitchel Field on the morning of September 24.

Official notification of the success met by Lieut. Doolittle, who is on duty with the Fund for the fog-flying experiments, was contained in the following telegram to President Bingham from Mr. Guggenheim:

As a result of tests successfully conducted this morning at Mitchel Field I take pleasure in informing you that the Daniel Guggenheim Fund for the Promotion of Aeronautics is able to report a solution of the hitherto unsolved last phase in the problem of flying through fog under conditions representing the densest fog-flying in a covered cockpit and guided entirely by his instruments Lieut. J. H. Doolittle conducting the experiments was able to take off from the airport fly from it and return to a given spot and make a landing It is significant that the achievement is realized through the aid of only three instruments which are not already the standard equipment of an airplane.

Senator Bingham's congratulatory message follows:

Deeply appreciate your telegram informing me results of fog-flying tests by Lieutenant Doolittle stop The solution of this problem of fog-flying by Lieutenant Doolittle under auspices Guggenheim Fund opens door to hitherto undreamed of field of safety reliability and comfort in aircraft operations air transportation and air piloting stop By being able to fly land and take off in dense fog the airplane becomes superior to every other vehicle of transportation in existence stop The National Aeronautic Association congratulates you and the other members of the Fund including Lieutenant Doolittle first for your belief in the solution of this problem second for your willingness to undertake the solution and lastly for your accomplishment of what has appeared to be an impossible task.

Aviation 10/5/1929

Thomas-Morse On Army Order

Building 70 All-Metal Observation Airplanes

NEW YORK (N. Y.)—Production of 70 all-metal observation planes for the Air Corps is being started by the Thomas-Morse Aircraft Corporation, a division of Consolidated Aircraft Corporation. The manufacture of these planes will involve the sum of nearly one million dollars.

The craft, which will have a wing span of 40 ft. and length of 28 ft., will be known as 0-19-B type and constructed of duralumin and steel. They will be powered with Wasp engines. With a gross weight of 4,900 lb., they will be equipped with three guns and 125 lb. of bombs which can be released through a special cockpit. A crew of two will be carried.

Delivery of the first planes will be made shortly after the first of the year and the full order will be completed by July, 1930. As the production increases, the working staff will be increased to approximately 450 men, according to B. D. Thomas, vice-president, chief engineer of the Thomas-Morse company.

Approximately 73,000 sq.ft. of floor space in Unit 4 of the Consolidated Aircraft plant will be used by the Thomas-Morse division. Raymond Ware, secretary of the company, will be in charge of the sales division, while Mr. Thomas will act as vice-president and chief engineer, working with Lawrence D. Bell, general manager of all Consolidated interests.

The Thomas-Morse company is developing several other new types embodying their new type of construction, the first of which is an experimental Army pursuit plane powered with a Curtiss Hex 600 hp. engine. The first plane of its type has been completed and is now undergoing test flights by the Army Air Corps at Dayton, Ohio. It is a single seater having a 28 ft. wing span known as the Viper pursuit.

The company is also developing a new type of metal mail plane powered by a 475 hp. Wasp engine which will be capable of handling 1,200 lb. of mail. This plane has a 40 ft. wing span and is 30 ft. in length with large gasoline capacity.

PLANE TO BE LAUNCHED

Buenos Aires Sister

Rio, Sister Ship of the Buenos Aires, Nears Completion. 10/21/29

Another great air liner, the Rio, sister ship of the Buenos Aires, which was launched in Niagara river several weeks ago, is being assembled at the Consolidated Aircraft corporation plant and will take the water and the air before the week is out.

An interior decorator is achieving a tropical ensemble in the interior of the ship, using damasks, satin and velvet in the upholstery of walls and compartment seats.

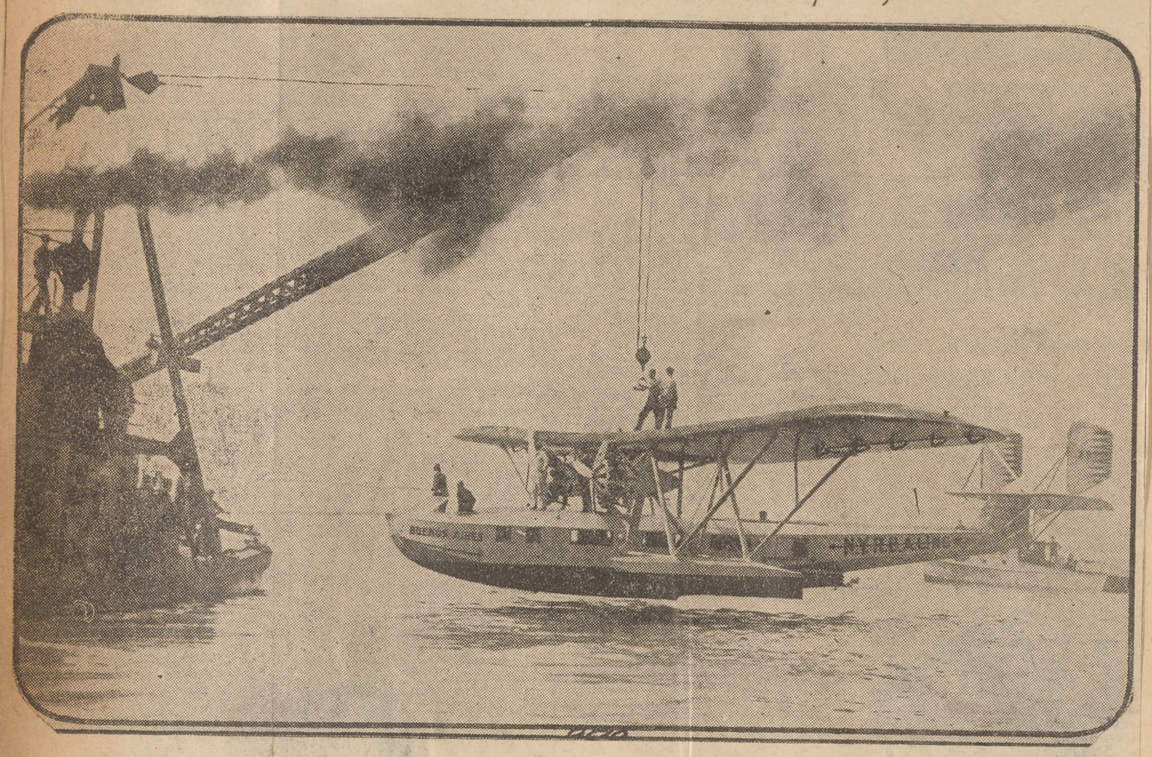
The Rio will have space for 20 passengers with chaise longue chairs, and in two cabins will be installed day beds and chairs. A buffet, wash rooms, as large as the ordinary Pullman car accomodations and other conveniences will be part of the modern equipment of the Commodore. Two other Commodores will be manufactured before Dec. 1, it is announced, and these will be assembled at New York due to Buffalo's lack of seadrome facilities.

BUFFALO, SUNDAY, SEPTEMBER 29, 1929 Scripps-Howard Newspaper Alliance

S DESTRUCTION IN FLO

Times

TAKE IT EASY, SHE'S WORTH $100,000



The derrick is gently lowering the huge Commodore flying boat into the Niagara river prior to its takeoff on its test flight Saturday afternoon. The ship had to be handled carefully. It cost $100,000.

* * *

AIR GIANT TEST IS SUCCESSFUL

Huge Buffalo-Built Commodore Flies to Falls with Leigh Wade at Controls

Success crowned the first flight Saturday of the Commodore, the largest flying boat ever built in the United States.

The ship has a 100-foot wing spread, weighs 9,000 pounds, carries 32 passengers and is powered with two 525 horsepower Pratt & Whitney motors. It was built by the Consolidated Aircraft Corporation for the New York-Rio-Buenos Aires line. It cost $100,000.

Motors roaring, the great plane rose into the air from the middle of the Niagara River just 23 seconds after Lieut. Leigh Wade, famous around-the-world flier, opened the throttle.

One flight to Niagara Falls was made. Then, with Lieut. W. S. Grooch, chief pilot of the Rio line, at the controls, the huge ship settled easily on the river at a landing speed of about 40 miles an hour.

So many stowaways crowded the small boats ferrying prospective passengers to the Commodore that Col. Ralph O'Neil, president of the Rio line, was unable to board the plane for its maiden flight.

The Commodore is one of 12 planes ordered for the air line connecting New York with South America. It was scheduled to take off for New York about noon Sunday with Grooch at the controls. Mrs. Herbert Hoover will christen it Wednesday in Washington, after which it will be commissioned for regular passenger service.

LOCAL SHIP TO ENTER "FOOLPROOF" CONTEST

Buffalo News 10/23/29

Standard Fleet Plane After Guggenheim Prize.

A Buffalo-made airplane which will be in most respects a standard stock model will be entered in the Guggenheim Fund competition for the closest approach to a "foolproof" airplane, for which manufacturers in all parts of the world are preparing.

The plane, a standard Fleet training ship, is the product of the Consolidated Aircraft corporation. It is being flown daily at the Consolidated airport in Military road with Lieut. Leigh Wade, chief test pilot, at the controls.

A feature of the easy flyability of the ship, upon which success in the contest depends, will be a landing speed of 30 to 35 miles an hour, made possible by wing flaps. These flaps are attached to the upper wings and to the lower surfaces between wing and aileron.

The Fleet will be equipped with standard ailerons. Other minor changes in the plane will include a larger stabilizer and a set of wheel brakes.

The 90-horsepower Kinner motor is of the radial type and will develop under ordinary circumstances 110 horsepower.

First award under the Daniel F. Guggenheim fund terms of the competition is $100,000 for the most successful plane of this type.

SPEEDY FLEETSTER TO BE TESTED TODAY

Buffalo News 10/23/29

Fastest Buffalo-Made Plane to Carry Eight Persons.

A silver airplane, claimed by its designers to be the speediest ever manufactured in Buffalo, will be flown at Buffalo airport Wednesday by Lieut. Leigh Wade, chief test pilot for Consolidated Aircraft corporation, makers of the ship.

The plane is an eight-place transport job with an all metal fuselage and aptly named Fleetster. It is powered with a Pratt & Whitney Hornet motor which is completely cowled. The ship, which resembles in general outline the speedy Lockheed Vega, is cigar shaped with a covered wheel at the tail. It is a monoplane.

Three trucks brought the plane to the Colonial hangar at the airport Tuesday where it was assembled ready for its first test flight Wednesday. The Consolidated flying field on Military road was too small to test the big ship, which is said to have a high speed of 175 miles an hour and being capable of crusing at 150 miles.

OCT 22 1929

Whitman
Case 33 T30

Consolidated Aircraft, Buffalo, Sell 150 Fleet Sports Planes In Seven Months

The Fleet Sports Plane Manufactured by the Fleet Aircraft Corporation of Buffalo, New York.

Editor's Note—Since this article was put in type, Major Fleet met with an accident in Ontario due to airport not being lighted. His Co-pilot was killed and Major Fleet seriously injured.

Within seven months after its incorporation as the selling organization for the Consolidated Aircraft Corporation, Fleet Aircraft Inc. has sold more than 150 of its sport planes. These two-place dual contro sport bi-planes have been purchased by individuals, dealers and various flying services operating throughout the United States.

To meet orders which are coming in steadily, two Fleets are now being produced daily and it is planned to increase this output to three planes a day. Additional machinery is being installed to enable the company to effect this increase, and the three a day schedule will be in operation by the end of the year.

The increased sales of the Fleet plane are due in large measure to an aggressive policy instituted by Lawrence D. Bell, president of the Fleet Aircraft Corporation. Mr. Bell's connection with the Consolidated Company began on July 1st, 1928, when he took charge of the manufacture of the Consolidated XPY-I ship which the company was producing for the United States Army. On January 1st, 1929, he became general sales manager for the Consolidated Company and in February, after the incorporation of the Fleet, he was elected as its first president.

Mr. Bell immediately started a sales campaign which resulted in securing more than a dozen representative aviation companies as distributors and dealers for the plane. Among the organizations handling the Fleet plane which are located in all parts of the United States are: Colonial Flying Service, Universal Flying Service, Art Goebel Aviation Company and the Pittsburgh Aircraft Agency Corporation.

Through a series of national tours arranged by Mr. Bell, the interest of the aviation industry and the general public has been focused on the plane. Through these tours it is demonstrated thoroughly and put through a series of tests to show the dealers themselves its sturdiness and reliability.

Lieutenant K. B. Wolfen leave from the United States Army, is now touring the northeast, while Lieutenant W. B. McCoy, also on leave from the Army, is touring the southeast. Demonstrations of the Fleet are being given on the Pacific coast by Lieutenant Leigh Wade, chief test pilot for the Consolidated Company, who flew across the country from Buffalo in a standard Fleet sport model.

Major Reuben H. Fleet, president of the Consolidated Company and chairman of the Fleet board of directors, is using one of the planes for a 15,000 mile tour of the country. He will visit important aircraft centres in the United States as well as all of the Fleet dealers. This is the first time that an executive of a national selling organization has made a survey of this particular field in an airplane. Mayor Fleet, an expert pilot, is taking his secretary along with him on his trip.

Mrs. Keith Miller, British aviatrix, who captured a world's long distance point to point record for women in her flight from London to Tasmania with Captain W. Newton Lancaster in 1928, piloted a Fleet in the first women's air derby held in connection with the National Air Races at Cleveland.

Among prominent people who have recently purchased Fleets for their private use are: George Pynchon, Jr., of Pynchon and Company, New York City; Earl D. Osborn, former editor of Aviation; Lorillard Spencer, of New York and Newport; Roger Wolfe Kohn and Colonel Merian Cooper, president of Federal Aviation Corporation.

The record of every plane sold proves the merit of the Fleet for flying instruction, for sport and for business use. Formerly known as the Husky Junior, it was the little brother of the Consolidated Husky, standard training plane of the United States Army and Navy for the past five years. It has back of it the eight years of engineering effort which the Consolidated Company has devoted to the production of reliable aircraft.

As a result of the experience gained in producing over seven hundred training planes which have flown millions of miles, all features found to be essential for a sturdy plane of this type have been incorporated in the Fleet.

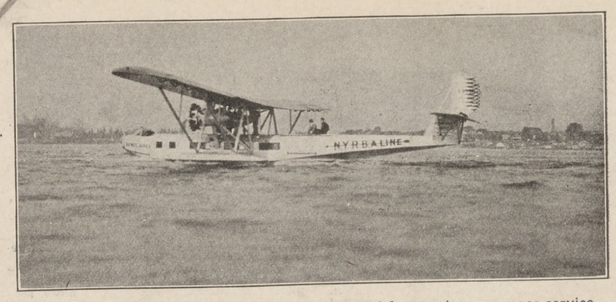
The ship has a wing span of 28 feet and is equipped with either a Warner or Kinner K-5 engine. Although its gasoline capacity is 24 gallons, extra fuel tanks may be installed to afford a total fuel capacity of 50 gallons, providing seven and a half hours endurance at cruising speed. The main fuel tank is placed in the upper wing and can be drained in any flight position. The engineer is bolted to

venting it from flying back into the cockpit. The cockpit is completely lined with the material used in insulating the cabin of the Condor transport to keep out drafts and cold, and is heated by a small steam radiator similar to those used in the Condor.

The flying instruments are grouped in a special panel on the instrument board in front of the pilot. This panel can be removed as a unit to facilitate testing and repairs, and is accessible from the mail compartment. The instrument board is illuminated by two hood lights which are controlled by a rheostat and may be dimmed to eliminate reflections from the glass coverings while flying at night.

The rudder pedals are adjustable, and may be moved either forward or back. By means of a hand lever, they may be made to operate both the rudder and wheel brakes or the rudder only. This lever has three positions. In the first, the brakes are completely off and the pedals operate only the rudder; in the second, the rudder pedals operate the rudder and brakes, and in the third, the lever itself applies the brakes to both wheels. In the third position, the lever acts exactly the same as the emergency brake of an automobile, holding the plane motionless while the engine is being warmed or under other conditions where the ship might roll. All joints and bearings in the mechanical system operating the controls are visible through inspection windows.

Unusual quietness in flight has been achieved in the Carrier Pigeon by equipping the air cooled exhaust manifolds with two bayonet type outlets which discharge under the lower wings, one on either side of the fuselage. Also, the reduction gearing causes the propeller to revolve at only one-half the speed of the engine. When the engine is running on full throttle, it makes 2,400 revolutions per minute, while the propeller turns at a rate of only 1,200 revolutions per minute.



The Consolidated Commodore which is to be used for regular passenger service between N. Y. and South America.

Oil capacity	16 Gallons
Propeller	Curtiss-Reed Adjustable Blades
Propeller diameter	13 Ft.
Cooling system	Vertical Tunnel Radiator
Weight, empty, (with 150 Lbs. water)	4,212 Lbs.
Structure	2,053 Lbs.
Power plant	1,807 Lbs.
Fixed equipment	352 Lbs.
Useful load	3,388 Lbs.
Crew	200 Lbs.
Fuel and oil	1,110 Lbs.
Equipment	78 Lbs.
Pay load	2,000 Lbs.
Gross weight	7,600 Lbs.

The Curtiss Carrier Pigeon II one of the fastest mail planes built.

The cruising speed of the Carrier Pigeon II, with the engine turning over at 85 per cent of its maximum revolutions per minute, is 122.5 miles per hour, and the rate of climb is 850 feet per minute. This last characteristic is of extreme importance in mail flying because of the demands made upon the plane when flying over mountainous country in bad weather. The ship has a service ceiling of 12,200 feet and an absolute ceiling of 13,900 feet. An unusually large dihedral of three degrees has been rigged into the wings to provide stability in flight.

Characteristics

Type of machine	Tractor Biplane
Wing loading (Lbs. Sq. Ft.)	13.37
Power loading (Lbs. H.P.)	12.33
Aerofoil section	C–72
Load factor	6
Length over all	34 Ft., 6¼ In.
Height over all (tail down)	13 Ft., 4 In.
Span over all	47 Ft., 6 In.
Chord, upper	88 In.
Chord, lower	68 In.
Gap	80 In.
Stagger at leading edge	49 In.
Incidence, upper and lower	–1 Deg.
Dihedral, upper and lower	3 Deg.
Wing area, including ailerons	553 Sq. Ft.
Total aileron area	52.6 Sq. Ft.
Horizontal tail area	82.6 Sq. Ft.
Vertical tail area	37.8 Sq. Ft.
Total elevator area	40.2 St. Ft.
Total rudder area	28.0 Sq. Ft.
Motor	GV-1,570 Conquerer
Horsepower	600 at 2,400 R.P.M.
Fuel Consumption, full throttle	318 Lbs. per Hour
Oil consumption, full throttle	9 Lbs. per Hour
Fuel capacity	150 Gals. plus 25 Gals. Reserve

Performance

High speed	151 M.P.H.
Stalling speed	65.2 M.P.H.
Cruising speed	122.5 M.P.H.
Rate of climb	850 F.P.M.
Endurance, full throttle	3.11 Hrs.
Endurance, cruising	4.40 Hrs.
Range, full throttle	470 Miles
Range, cruising	550 Miles
Service ceiling	12,000 Ft.
Absolute ceiling	13,900 Ft.
Climb in 10 minutes	6,400 Ft.

CONSOLIDATED COMMODORE DEMONSTRATED

The 32-passenger Consolidated Commodore, the Buenos Aires, flagplane of the New York, Rio & Buenos Aires Lines, Inc., which was satisfactorily tested at Buffalo Saturday, September 28, was flown for its first public demonstration on Monday, September 30, at Miller Field, Staten Island.

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

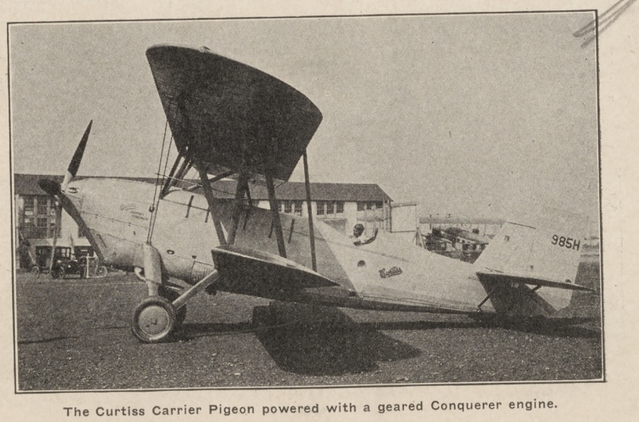
The ship will be used for regular service between New York and South American ports. It is the first of twelve similar planes which have been ordered by the transport company, the remaining eleven to be delivered at the rate of one a month.

Following the recent trend in large plane construction, the Commodore is powered with two motors. Twin Pratt & Whitney 575 h.p. Hornet engines are used, giving the ship a high speed of 130 miles per hour and a cruising speed of 110 miles. In addition to comfortably carrying 32 passengers and a crew of 3, ample additional space is provided in the Commodore for mail and express.

Interior of the plane has been designed and furnished under the direction of Frederick J. Pike, an interior decorator, and sets a new standard in beauty and comfort. Three cabins are provided for passengers as well as a lavatory, buffet room and radio compartment.

In order to take care of special express and mail, the Buenos Aires is arranged to seat 20 passengers. The other Commodores, however, will be built to accommodate the full passenger load.

Two of the cabins on the Buenos Aires accommodate 8 passengers, while the third —a lounge room—has seats for 4 passengers and includes two day beds. Chairs and



The Curtiss Carrier Pigeon powered with a geared Conquerer engine.

Over

tion Buffalo News Oct. 25. 1929

245 FLEET PLANES SOLD

Open Cockpit Training Models Gain in Popularity.

Nine months' production and sales figures, announced Friday by Lawrence C. Bell, president of the Consolidated Aircraft corporation of Buffalo, show the sale of 245 of these open cockpit training planes since incorporation of the company, Feb. 13, 1929.

Since the Fleet, which is a commercial adaptation of the Consolidated Husky, standard training plane of the United States government, was first put on the market it has been placed for sale with ten distributing agents and more than 60 dealers in all parts of the country.

Of the 245 planes sold, according to Ray P. Whitman, assistant general manager of the company, 176 had been delivered up to Oct. 1, including one to Mexico and two to the Argentine government.

In August the company was merged with its parent organization, the Consolidated Aircraft corporation, but continues to operate as a separate company functioning as the commercial selling organization of the Consolidated group.

Southern Aviation - 10/15/1929.

Lieutenant Wendel B. McCoy, commandant of Maxwell Field, Montgomery, army flying post is on a three months leave of absence which he is spending traveling over the Southeast in a Fleet biplane in an effort to interest civilians in aviation. His first stop was Candler Field, Atlanta, where he demonstrated the handling of the Fleet biplane to a number of aviation enthusiasts from Atlanta. He made an address before the Atlanta chapter of the National Aeronautical Association at its regular meeting on Monday September 16.

LAWRENCE D. BELL APPOINTED GENERAL MANAGER CONSOLIDATED AIRCRAFT

Aviation Engineering Oct. 1929

Announcement is made from the offices of the Consolidated Aircraft Corporation at Buffalo of the appointment of Lawrence D. Bell, vice-president and general sales manager, as general manager of the Consolidated group of aeronautical interests succeeding Major R. H. Fleet, president, who will retire from active management of the plant. Ray P. Whitman, formerly assistant to the general manager, will become assisting general manager.

George Newman, vice-president and factory manager of Consolidated, will also retire from active service. Major Fleet and Mr. Newman will devote all of their time in the future to determining the policies of the corporation and its plans for future business expansion.

General T. Edward Hambleton

Aviation Engineering - October 1929

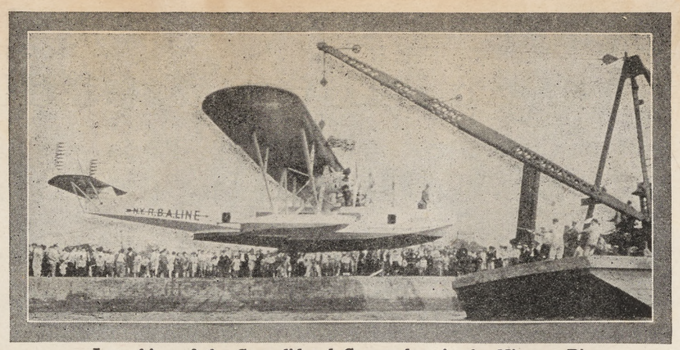
THOMAS-MORSE RECEIVES ORDERS FOR ARMY PLANES

The Thomas-Morse Aircraft Corporation, which was recently acquired by the Consolidated Aircraft Corporation of Buffalo, has received orders from the Army Air Corps for the construction of seventy all-metal corps observation planes.

These planes will embody a unique type of metal construction which has been pioneered and developed by the Thomas-Morse Corporation for many years and which is definitely in advance of anything at present in general use. The planes will be built in a new section of the Consolidated plant at Buffalo, which has been greatly enlarged to provide facilities for the manufacturing of these planes on a mass production basis.

Following the merger of the Thomas-Morse Corporation with the Consolidated group, F. L. Morse, president of the Ithaca concern, has been made a member of the board of directors of the parent corporation.

CONSOLIDATED COMMODORE FLYING BOAT



Launching of the Consolidated Commodore in the Niagara River

THE 32-passenger Consolidated Commodore, the *Buenos Aires*, flagship of the New York, Rio & Buenos Aires Lines, Inc., which was tested at Buffalo late in September, was flown for its first public demonstration a few days later at Miller Field, Staten Island, N. Y.

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane XPY-1 delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. (The Navy XPY-1 was fully described in the February issue of AERO DIGEST.) It includes a number of improvements designed to increase the comfort and convenience of passengers. The ship will be used for regular service between New York and South American ports. It is the first of twelve similar planes which have been ordered by the transport company, the remaining eleven to be delivered at the rate of one a month.

The Commodore is powered with two Pratt and Whitney 525 horsepower Hornet engines, giving the ship a high speed of 130 miles per hour and a cruising speed of 110 miles per hour. In addition to accommodations for thirty-two passengers and a crew of three, space is provided in the Commodore for mail and express.

The interior of the plane, which was designed and furnished under the direction of Frederick J. Pike, interior decorator, incorporates several interesting features of beauty and comfort. The general appointments follow a modernistic scheme with basic tones of silver, henna and green predominating. Three cabins are provided for passengers, as well as a lavatory, buffet room and radio compartment. Two of the cabins accommodate eight passengers each; the third has two day-beds and seats for four passengers.

In order to take care of special express and mail, the *Buenos Aires* is arranged to seat twenty passengers. The other Commodores, however, will be built to accommodate the full passenger load.

The chairs and day-beds in all cabins, as well as the small adjustable tables, are of aluminum construction finished in natural color. The seats are equipped with rubber life preservers fastening by snaps which enable them to be removed in a few seconds. Cushions upholstered in various colors, are placed on top of the life preservers.

The walls of the compartment with the day-beds are covered with a Deauville rep material of pale lavender and silver. The day-beds are upholstered in turquoise damask; the seat cushions are of raspberry, gold and tan striped material. Print draperies in lemon yellow and tan are used.

Following out the plan for an individual color scheme for each cabin, the walls of the center salon are done in green and gold, a henna colored modern damask being used for the seat cushions. The third cabin has chairs upholstered in a green moire with a modernistic fabric in peach and silver for the cushions. Tan damask covers the walls.

The main passageway of the ship is carpeted with a jade green rug. Rugs in the three cabins correspond to the color scheme of each room.

The dressing room is painted in horizontal graduated lines in colored shades ranging from burnt sienna at the top to cream at the bottom. The ceiling is of turquoise blue. Special nickel fixtures were designed for this room. The lavatory is equipped with running water, wash basin, toilet, drinking water, towel racks and mirror.

A central dome light in each cabin and over the seats small lamps finished in black and silver furnish artificial illumination. Between the seats in each of the passenger compartments, a panel holding timetables, magazines and newspapers has been placed under the window. The adjustable tables for writing or card playing fit in slots under the window directly between the seats.

The walls of the radio room are done in silver, over which is placed a deep blue glaze. The ceiling is also decorated in silver, with coral colored streaks representing lightning.

Access to the cabin, which is 8 feet 5 inches in width with a 6-foot headway, is through a companionway in the afterbody of the ship.

The plane is of all-metal construction and is said to be very seaworthy. The flotation system consists of a single hull, having a submerged displacement of 100,000 pounds, and two outboard floats, each having a bouyancy of 3,700 pounds. The outboard floats are located 14 feet 3 inches from the center line of the main hull and provide good lateral stability in the water. According to the manufacturer, the Commodore is capable of flying with a full load on one engine and can take off with a full load in a dead calm in 45 seconds. A magnetic compass, altimeter, air speed indicator, tachometers, clock, oil temperature and pressure gauges, earth inductor compass, and a turn and bank indicator are included in the instruments with which this transport is

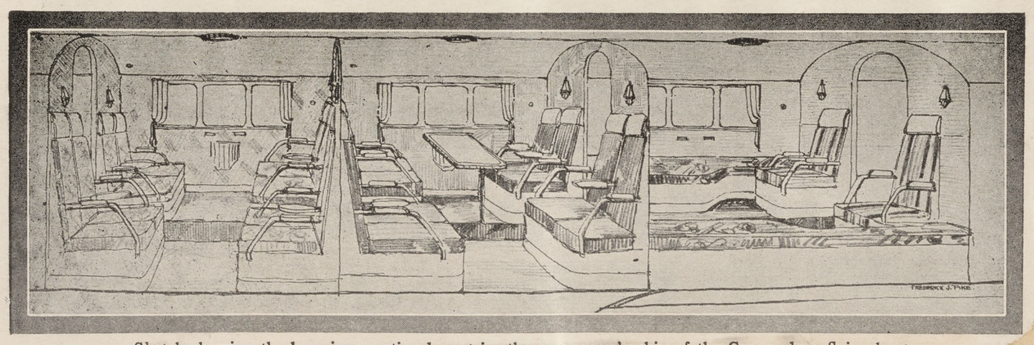
(*Continued on next page*)

provided. Dual control of the swing-over type is provided. Throttles, stabilizer control, fuel control, etc., are located conveniently for both pilots.

The plane was flown on its test flights by Lieut. Leigh Wade, Army 'round-the-world flier, who is chief pilot for the Consolidated company.

Specifications

Span overall	100 feet
Chord	11 feet, 6 inches
Length overall	61 feet, 9 inches
Height	16 feet
Wing area	1,110 square feet
Weight empty	9,500 pounds
Disposable load	8,000 pounds
Gross weight loaded	17,500 pounds
Wing loading	15.8 pounds per square foot
Power loading	15.1 pounds per horsepower
Fuel capacity	700 gallons
High speed	130 miles per hour
Cruising speed	110 miles per hour
Landing speed	55 miles per hour
Take-off (loaded; calm)	45 seconds
Climb (initial)	750 feet per minute
Climb (one engine)	100 feet per minute
Ceiling	17,000 feet
Cruising radius (600 gallons of fuel)	1,000 miles



Sketch showing the luxurious seating layout in the passengers' cabin of the Commodore flying boat

LIEUT. WADE PLEASED WITH SPEEDY PLANE

Tests Show Fleetster Surpasses 200 Miles an Hour.

Buffalo News 11/1/29

Preliminary tests made at Buffalo airport this week with the new Fleetster, eight-place cabin monoplane of the Consolidated Aircraft corporation, indicated it was one of the fastest ships for its size. Lieut. Leigh Wale, chief test pilot, reported after a third flight Thursday, that the ship had exceeded expectations. Department of Commerce officials are watching the tests with interest.

Designed to have a cruising speed of 180 and a top rate of 200 miles an hour, the Fleetster is intended for high speed transportation for commercial operators and is particularly appropriate for private corporations desiring to own private ships.

The entire design is predicated on a new special monocoupe construction developed and patented by Lawrence D. Bell, general manager of the company. This type was announced immediately after the National Advisory council developed the NACA cowling and is the only plane built so far to which the cowling has been applied with 100 per cent. success.

The fuselage is barrel-shaped with no cross-construction in the interior. A two-inch padding of insulation ensures quiet. Six passengers are accommodated on two rows of seats facing each other and space for a small table for reading, writing or card-playing is provided. The seventh passenger sits forward with the pilot.

While the wings of the first Fleetster are wood fiber, all other ships will be all metal construction, steel and duraluminum being used throughout. The ship has a wing span of 45 feet, is 31 feet long and nine feet high. Loaded, it weighs 5000 pounds and has a disposable load of 2100 pounds. It is powered with a Pratt & Whitney Hornet engine of 575 horsepower.

CONSOLIDATED PLANT COMPLETING AIRPORT

Tonawanda Gets One of East's Largest Private Fields.

Buffalo News 11/1/29

One of the largest and most completely equipped, privately-owned airports in the east will be opened by the Consolidated Aircraft corporation of Buffalo this month in Tonawanda, near the company's plant. The field contains two sections, one of 126 acres and a second of 20 acres.

The larger field has been drained and leveled under the supervision of the Industrial Planning corporation of Buffalo. It contains a 3000-foot slag runway, with turns at each end and in the center. A 3600-foot dirt runway has also been constructed, as well as roads for vehicles. Construction of hangars will be started soon.

The field will be used as a testing ground for all land planes manufactured by the company, and as a special field for owners of these ships. Service facilities will be installed.

The new port adjoins two concrete boulevards leading into Buffalo and is 20 minutes by motor from the business district of this city. It is two miles from the Consolidated plant The port also adjoins the tracks of the New York Central railroad. The smaller field has a 3000-foot cinder runway in good condition and a small hangar containing offices and storage space for 20 small planes.

In addition to this port the Consolidated has in process of construction a 100-acre port in Ft. Erie.

PLANE OFF TO BUENOS AIRES

Buffalo News 11/1/1929

Buffalo-made Craft Soon to Join Gotham-South America Service.

ROOSEVELT FIELD, N. Y., Nov. 1 (AP).—The first airplane to operate directly between New York and Buenos Aires, an eight-passenger Sikorsky amphibian christened Bahia, left Roosevelt field en route to South America today.

The ship's first stop will be at Washington, and she will take off on her long trip over water from Tampa, Fla. Her owners, the New York, Rio, Buenos Aires Line, Inc., expected the Bahia to reach Buenos Aires in 11 days.

No passengers were carried on this first trip. There was a crew of five, Burten Brown Barker, chief pilot; Robert J. Nixon, co-pilot, and F. G. Neff, J. H. Leeper and Harry Berger, mechanics.

The line is to put into service shortly. Several 34-passenger Commodores, now are being built in the factory of the Consolidated Aircraft corporation at Buffalo. These, it is expected, will make the New York-to-Buenos Aires flight in 90 hours of flying time.

Navy Orders More Planes

Aeronautical World-November 1929

The United States Navy has placed an order for 71 standard military type Husky land and seaplanes, involving approximately $550,000, with the Consolidated Aircraft Corporation of Buffalo. The order includes 41 standard Consolidated Husky (NY-1) land planes and 30 Consolidated Husky (NY-2) seaplanes.

Production of the ships will start at once and the schedule has been set at four planes weekly. R. P. Whitman, assistant general manager, expects the order to be completed by the end of February.

The planes, equipped with Wright J-5 motors, will be shipped from Buffalo by freight to their various destinations.

Quarter Million Parts Order

Aeronautical World-November 1929

An order totaling $256,000 for spare parts for Consolidated Husky Trainers, used by the government as its standard training ship, has been received by the Consolidated Aircraft Corporation of Buffalo from the United States Army Air Corps. The order is to be completed within eight months.

The Consolidated company has also received orders from the Siamese government for Husky Trainer spare parts totaling $7,000. Delivery on these orders will be made as soon as possible.

Sells 245 Planes In 9 Months

Aeronautical World-November 1929

Nine months' production and sales figures announced by Fleet Aircraft, Inc., of Buffalo show the sale of 245 open cockpit training planes since incorporation of the Company on February 13, 1929.

Since the Fleet, which is a commercial adaptation of the Consolidated Husky, standard training plane of the United States Government, was first placed on the market it has been placed for sale with ten distributing agencies and more than sixty dealers in all parts of the country.

Of the 245 planes sold, according to R. P. Whitman, assistant general manager of the Company, 176 had been delivered as of October 1, including one to Mexico and two to the Argentine Government.

Production has steadily increased during the nine months' period reaching a peak of two daily at the end of the summer.

In August the Company was merged with its parent organization, the Consolidated Aircraft Corporation, but continues to operate as a separate company functioning as the commercial selling organization for the Consolidated group.

New Army Observation Plane

Aeronautical World-November 1929

Work has been started by the Thomas-Morse Aircraft Corporation, a division of Consolidated Aircraft Corporation, on initial production of the United States Army Air Corps order for 70 all-metal corps observation planes, involving approximately one million dollars.

This new observation plane will be known as O-19-B and will be of duraluminum and steel construction. The airplanes have a wing span of 40 feet and are 28 feet in length. They will carry a crew of two, three guns and 125 pounds of bombs which can be released through a special cockpit. Equipped with Pratt & Whitney 475 h.p. Wasp motors, they will have a top speed of 150 miles an hour and a normal cruising speed of 130 miles per hour. Gross weight is 3900 pounds.

Delivery of the first ship will be made shortly after the first of the year, and the full order will be completed by July, 1930. As the production increases, the working staff will be increased to approximately 450 men, according to B. D. Thomas, vice-president and chief engineer of the Thomas-Morse Company.

Commodore Gets Public Demonstration

Aeronautical World-November 1929

The 32-passenger Consolidated Commodore, the Buenos Aires flagplane of the New York, Rio & Buenos Aires Lines, Inc., which was satisfactorily tested at Buffalo recently, was flown for its first public demonstration at Miller Field, Staten Island, last month.

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

The ship will be used for regular service between New York and South American ports. It is the first of twelve similar planes which have been ordered by the transport company, the remaining eleven to be delivered at the rate of one a month.

Following the recent trend in large plane construction, the Commodore is powered with two motors. Twin Pratt & Whitney 575 h.p. Hornet engines are used, giving the ship a high speed of 130 miles per hour and a cruising speed of 110 miles. In addition to comfortably carrying 32 passengers and a crew of three, ample additional space is provided in the Commodore for mail and express.

In order to take care of special express and mail, the Buenos Aires is arranged to seat 20 passengers. The other Commodores, however, will be built to accommodate the full passenger load.

Total of 245 Fleet Training Planes Sold

Aviation 11/2/1929

BUFFALO (N. Y.)—Figures released by Fleet Aircraft, Inc., here, show 245 open cockpit training planes have been sold since the organization of the company in February of this year. Ten distributing agents and over 60 dealers have handled this type of craft which is a commercial adaptation of the Consolidated Husky, a training plane used by the Government.

R. P. Whitman, assistant general manager of the firm, states 176 of the 245 machines sold, had been delivered as of Oct. 1, and included one to Mexico and two to the Argentina Government.

A two-plane-a-day production schedule was reached at the end of the summer, following an increased rate over a period of nine months. A division of Consolidated Aircraft Corporation with which it was merged in August, it is operating as a separate company as the selling end of the Consolidated group.

SEAPLANE TO BE LAUNCHED

Buffalo News 11/4/29

Country's Largest Passenger Plane Ready to Take Water Here.

The second of a dozen 32-passenger flying boats being manufactured by the Consolidated Aircraft corporation for the New York, Rio & Buenos Aires air lines, will be launched in the Niagara river at the foot of Austin street Tuesday or Wednesday.

The giant Commodore type ship, which is to be christened the Rio de Janeiro, awaits only installation of special propellors and minor mechanical adjustments. It will be flown to New York by Lieut. Leigh Wade, vice president and chief test pilot of the company, and thence to South America for service on the Pan-American route.

It is the largest passenger plane ever built in the United States and embodies the most advanced principles of plane design and construction. It is powered with two Hornet motors of 575 horsepower. The interior of the plane is modernistically decorated, and equipped with lounge, day beds and comfortable seats.

E. Daily News 11/4/29

CIGAR SHAPED PLANE MAKES 197 MILE SPEED

Lieut. Leigh Wade, chief test pilot of the Consolidated Aircraft corporation, guided the company's newest speed ship, the Fleetster, through the skies over the municipal airport Saturday at the terrific speed of 197 miles an hour. The test proved the silver bullet to be the fastest stock model airplane built in the United States.

The formed army 'round-the-world flier claims the cigar shaped plane will hurtle through space at a speed of 250 miles with a few minor refinements. It is powered with a Pratt & Whitney 575 horse-power engine, equipped with standard NACA cowling.

Consolidated Appoints Four New Distributors.

Aircraft Age-November 1929

BUFFALO, N. Y.—Four new distributors have been named by the Consolidated Aircraft Corporation, according to Lieut. Leigh Wade, chief testing officer for the company, who returned recently from the west coast. Lieut. Wade also booked orders for more than 50 Fleet dual-control training planes in California.

A reduction in price of Fleet planes from $5,500 to $4,985 has had a stimulating effect upon sales, according to Ray P. Whitman, assistant general sales manager of the company.

Whitman announced that all of the old type landing gears on Fleet dual-control planes will be replaced, without charge, with the new type gear which is reinforced and much stronger.

Navy Buys 71 Airplanes

Aircraft Age, November 1929

The Consolidated Aircraft Corporation of Buffalo has received orders from the United States Navy for 71 of its standard military type Husky land and seaplanes involving approximately $550,000. The orders include 41 standard Consolidated Husky (NY-1) land planes and 30 Consolidated Husky (NY-2) seaplanes.

Production of the ships will start at once and the schedule has been set at four planes weekly. R. P. Whitman, assistant general manager, expects the order to be completed by the end of February.

The planes, equipped with Wright J-5 motors, will be shipped from Buffalo by freight to their various destinations.

PLANE LAUNCHING DELAYED

Buffalo News 11/4/29

Huge Commodore Flying Boat to Be Tested Thursday.

Launching of the "Rio de Janeiro," giant Commodore flying boat, which will be a unit in the Pan-American transportation system of the New York, Rio & Buenos Aires line, has been deferred until Thursday, according to officials of the Consolidated Aircraft corporation, builders of the ship.

The postponement was made necessary as the interior of the hull is incomplete. The motors have yet to be tested also.

There will be no formal ceremony at the launching or official christening. The first of the series of ten such ships being manufactured by the Buffalo firm was christened "Buenos Aires" by Mrs. Herbert Hoover at Washington a few days after it was launched. The "Rio" has been assembled at the foot of Austin street.

Mrs. Herbert Hoover christening the airplane "The Buenos Aires" at Anacostia Naval Air Station

AVIATION
November 2, 1929

New York-Buenos Aires Line to Open in January

NEW YORK (N. Y.)—New York, Rio & Buenos Aires Line, Inc., will have its 9,000-mi. route from this city to Argentina in operation on or about Jan. 1, 1930, according to present plans. The route has been surveyed, a tentative schedule worked out, and equipment of Consolidated Commodore flying boats, Ford transports (both with Hornet power) and Sikorsky amphibions has been ordered. At first, one trip will be made in each direction weekly, and the time will be seven days for the full route, with no night flying. The line from Montevideo, Uruguay, to Buenos Aires is already in operation, and will be extended to Rio de Janeiro within the next few days. In general, the line will be extended from the southern end until it reaches this city.

Proposed stops are as follows: Wilmington, Del.; Baltimore, Md.; Washington, D. C.; Norfolk, Va.; Charleston, S. C.; Savannah, Ga.; Jacksonville and Tampa, Fla.; Havana, Cienfuegos, Camaguey and Santiago, Cuba; Port au Prince, Haiti; Santo Domingo, Dominican Republic; San Juan, Porto Rico; Guadeloupe; Martinique; Port of Spain, Trinidad; Georgetown, British Guiana; Paramaribo, Dutch Guiana; Cayenne, French Guiana; Para, Sao Louis, Fortaleza, Natal, Parahiba, Pernambuco, Maceio, Aracaju, Bahai, Carabello, Victoria, Campos-Barra, Rio de Janeiro, Santos, Paranagua, Slorianopolis, Porto Allegre and Pelotas, Brazil; Montevideo, Uruguay; Buenos Aires, Argentina. A branch line will connect with Caracas, Venezuela. The company has in operation at present a line from Buenos Aires to Santiago, Chile.

Fleet Aircraft Sells 245 Planes In 7 Months

Aircraft Age November 1929.

NEW YORK, N. Y.—Nine months' production and sales figures announced today by Fleet Aircraft, Inc., of Buffalo show the sale of 245 of these open cockpit training planes since incorporation of the Company on February 13, 1929.

Since the Fleet, which is a commercial adaptation of the Consolidated Husky, standard training plane of the United States Government, was first placed on the market it has been placed for sale with ten distributing agencies and more than sixty dealers in all parts of the country.

Of the 245 planes sold, according to R. P. Whitman, assistant general manager of the Company, 176 had been delivered as of October 1, including one to Mexico and two to the Argentine Government.

Production has steadily increased during the nine months' period reaching a peak of two daily at the end of the summer.

In August the Company was merged with its parent organization, the Consolidated Aircraft Corporation, but continues to operate as a separate company functioning as the commercial selling organization for the Consolidated group.

32 Passenger Commodore PUT IN SERVICE

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

The ship will be used for regular service between New York and South American ports. It is the first of twelve similar planes which have been ordered by the transport company, the remaining eleven to be delivered at the rate of one a month.

Following the recent trend in large plane construction, the Commodore is powered with two motors. Twin Pratt & Whitney 575 h.p. Hornet engines are used, giving the ship a high speed of 130 miles per hour and a cruising speed of 110 miles. In addition to comfortably carrying 32 passengers and a crew of 3, ample additional space is provided in the Commodore for mail and express.

Interior of the plane has been designed and furnished under the direction of Frederick J. Pike, an interior decorator, and sets a new standard in beauty and comfort. Three cabins are provided for passengers as well as a lavatory, buffet room and radio compartment.

In order to take care of special express and mail, the Buenos Aires is arranged to seat 20 passengers. The other Commodores, however, will be built to accommodate the full passenger load.

Two of the cabins on the Buenos Aires accommodate eight passengers, while the third—a lounge room—has seats for 4 passengers and includes two day beds. Chairs and day beds as well as small adjustable tables are of aluminum construction, finished in natural color. A modernistic scheme has been developed by Mr. Pike, using an individual color scheme adapted from the tropical colors of the route for each cabin. The walls of each of the cabins are covered in damask while a separate material is used in draperies with still other fabrics for upholstering of the chairs and cushions.

The lighting fixtures also carry out the modern design.

Between the seats in each of the passenger compartments are panels holding timetables, magazines and newspapers which have been placed directly under the windows. Attractive carpets are used in the center aisle and on the sides in each of the small compartments.

Each plane will be equipped with a completely equipped lavatory, including running water, wash basin, toilet, drinking water, ice water, towel racks and mirror.

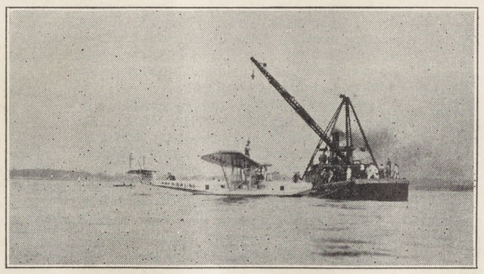
Access to the cabin which is 8 feet 5 inches in width with 6 feet headway, is gained through a companionway in the afterbody of the ship.

The plane is of all-metal construction and is so designed as to make it very seaworthy. It has a wing span of 100 feet and a total wing area of 1,110 square feet. Its length is 61 feet 9 inches.

The weight of the plane empty is 9,500 pounds. The useful load is 8,000 pounds and the gross weight is 17,500 pounds. The useful load of the ship may be divided into passengers, mail, express and fuel in any manner in which the operator desires. Tankage is provided for 700 gallons of gasoline.

Landing speed of the plane is 55 miles an hour and the initial rate of climb 750 feet per minute with a ceiling of 17,000 feet. The Commodore is capable of flying with a full load on one engine and can make a take-off with a full load in a dead calm in 45 seconds. Magnetic compass, earth inductor compass, turn and bank indicator, are included in the latest navigation equipment with which this luxurious transport is provided.

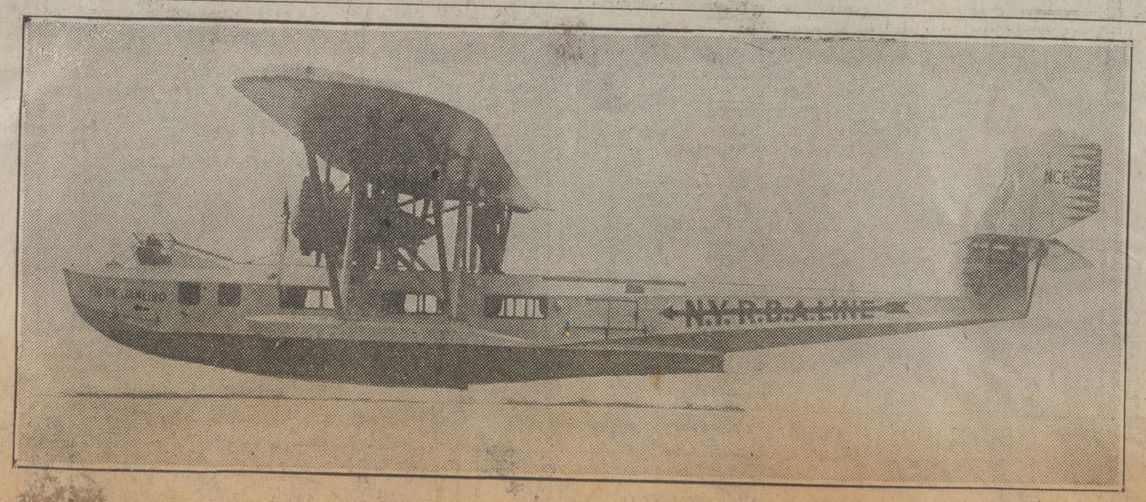
The plane was flown on its test flights by Leigh Wade, army round-the-world flyer, who is chief pilot for the Consolidated Company.



Launching of Buenos Aires, flagship of the New York, Rio Line at Buffalo. This is the first of 12 Commodore seaplanes to be built by the Consolidated Aircraft Corporation of Buffalo.

Buffalo Built Seaplane Is Tested —

Buffalo News — 11/7/1929



—Evening News Staff Photos.

Thousands of Buffalonians saw the test flight of the Rio, second of the big seaplanes to be built here by the Consolidated Aircraft corporation for the New York-Buenos Aires line. The big orange and cream ship droned over the city for a long time Wednesday afternoon. It seats more than 20 passengers.

NEW AIRLINER READY FOR RIO LINE SERVICE

Buffalo News — 11/7/1929

Big Craft Will Be Flown to New York Thursday.

Rising gracefully from the blue waters of the Niagara river Wednesday afternoon, the giant airliner Rio de Janeiro, made its first test flight. Lieut. Leigh Wade, vice president of the Consolidated Aircraft corporation, manufacturers of the craft, was at the controls.

After being lifted into the water at the docks at the foot of Austin street, the great orange and cream ship taxied down river for the takeoff. It churned the water for several hundred feet before taking the air, glistening and dripping. Swinging around over Grand Island, Wade headed back over the city flying low over the business district.

The plane will be flown to New York Thursday by Wade, when it will be placed in immediate service on the New York, Rio and Buenos Aires lines, which company has contracted for ten such planes with the Buffalo manufacturers. The first of the fleet was delivered a month ago.

The Rio seats 20 passengers. It is modernistically furnished and the airline patron is transported in comfort comparable only to luxurious ocean liners. It has a radio cabin with full equipment and will be manned by two pilots and a radio operator. Capt. Ralph O'Neil, president of the line, watched the test flight.

FLEETSTER PLANE TO TOUR COUNTRY

Buffalo News 11/8/1929

Further Tests Here to Show Absolute Ceiling.

Buffalo's fastest airplane, the silver Fleetster of the Consolidated Aircraft corporation, which attained a speed of 187 miles an hour in tests at the municipal airport this week, will tour the country from coast to coast in coming months, it was announced on Thursday.

The bullet-like ship will be given further test flights for more than a month before taking off for Chicago and St. Louis. It will be flown on the tour by Capt. James Berry, former army officer, now in the employ of Consolidated, who is conducting the tests.

Thursday the plane left the ground from a standing start in 12 seconds and climbed to a height of 10,000 feet in 12 minutes—a rate of climb higher than that of an army pursuit ship. On Friday it will be flown to a height of 15,000 feet, and on Saturday Capt. Berry and a mechanic will attempt to determine the absolute ceiling of the ship; that is, fly the plane as high as it is possible for it to go.

After visiting Chicago, St. Louis and other nearby aircraft centers, the Fleetster will be ferried west to the coast for demonstration flights at Pacific air fields and back to Buffalo through Texas or a northern route. The exact itinerary has not been decided.

LIEUT. LEIGH WADE LEAVES SOON FOR SOUTH AMERICA

Lieut. Leigh Wade, vice president and chief test pilot of the Consolidated Aircraft corporation, and army 'round the-world flier, will leave for South America next week in the interests of his company, which has many customers in the southern part of the hemisphere.

Lieut. Wade will assume direction of sales work for Fleet and Husky training planes as well as the larger passenger carriers manufactured at the company's Buffalo plant in 2050 Elmwood avenue. He was in various South American countries last year for about six months on the same mission. The company has sold many trainers to the larger countries there.

Aviation 11/9/29

Consolidated to Open Fields

TONAWANDA (N. Y.)—Two adjoining private fields near here and close to the company's Buffalo plant will be opened this month by Consolidated Aircraft Corporation. The larger field, 126 acres, has a 3,000-ft. slag runway and a 3,600-ft. dirt runway. Hangars will be built soon. The smaller field, 26 acres, has a 3,000-ft. cinder runway and a hangar with office rooms, work shop and storage space for twenty small planes has already been erected. The larger field, to be used for testing, was drained and leveled under the supervision of the Industrial Planning Corporation, of Buffalo.

Aviation 11/9/1929

Test New Eight-Place Consolidated Fleetster

BUFFALO (N. Y.)—Tests of the new "Fleetster," an eight-place plane recently developed by Consolidated Aircraft Corporation, have been made by Lieut. Leigh Wade, chief test pilot, and Department of Commerce officials are to inspect the craft in the near future. The plane, designed by Lawrence D. Bell, general manager of the firm, is of monocoque construction and is said to be especially suited for high speed transportation and commercial service.

The "Fleetster" has a span of 45 ft., is 31 ft. long, 3 ft. 9 in. wide, and 9 ft. in height. N. A. C. A. Cowling and Pratt & Whitney power are used. Six passengers are seated in two rows of three chairs, while the seventh sits forward near the pilot. The upholstery has been placed over a two-inch thick insulation padding designed to insure quiet for the passengers. Baggage and express matter is carried in the rear.

The Consolidated Aircraft Corporation

By ROLLIN JONATHAN FAIRBANKS

Staff Correspondent

A Train-Load of Consolidated Training Planes Being Made up for Shipment to the Cuban Government. Private Railroad Sidings Extend Through Both Units 1 and 2 of the Consolidated Plant

BUFFALO, N. Y.—It will be remembered that shortly after the close of the World War the United States government began to release a large number of planes to the public at prices that were ridiculously low when compared with the original purchase price paid by the government. The result was that the bottom fell out of the already fluctuating airplane market and all except the strongest companies began to fail. The only orders available were those from the military services, and these seldom included over six planes—usually only one. Financial assistance for strengthening a company was practically unobtainable. It admittedly was not the most promising period in which to enter into the manufacturing of aircraft. Major R. H. Fleet, however, had faith in the aeronautical industry and with a very limited capital (for no one wanted to buy airplane stock then), he began the organization of the Consolidated Aircraft Corporation.

After brief negotiations Major Fleet acquired the equipment and good will of the Dayton - Wright Airplane Company. He also bought up an unfinished contract with the army for about 25 TW-3's. Of this number only about five had been built. The Gallaudet Airplane Company of East Greenwich, R. I., was the next acquisition. This concern, not unlike its competitors, was in a state of very poor financial stability when purchased.

Major Fleet became interested in aviation during the World War. He was formerly in the lumber business in Oregon and the experience acquired in this field has proved invaluable when purchasing materials for building aircraft; not infrequently he will go out personally and order the desired lumber. Upon the entrance of the United States into the World War Major Fleet was sent to Europe to study flight training. After spending some time there, he returned and became one of the leaders in organizing for the United States government a training course for pilots. He became chief contract officer at the close of the war and had charge of liquidating war contracts for aircraft. On May 29, 1923, he organized the Consolidated Aircraft Corporation. He also is interested in the Fleet Aircraft Corporation and the New York - Rio - Buenos Aires Corporation.

Company Officials Inspecting The Buenos Aires, First of the Consolidated Commodores, Previous to its Launching at Buffalo. Left to Right: Thos. Kenny, Sec.-Treas.; F. J. Rossoll, Production Mgr.; George Newman, Vice-President; I. M. Laddon, Designer of the Plane; Ray Whiteman, Vice-Pres. and Asst. Gen. Mgr.; Lawrence D. Bell, Vice-President and General Manager of Consolidated; Col. Ralph O'Neill, President New York, Rio, and Buenos Aires Lines.

When Major Fleet purchased the Dayton-Wright company, he was joined by Colonel V. E. Clark, one of the best known aeronautical engineers and designers of aircraft in the country. Colonel Clark was Commanding Officer of McCook Field and directed much aerodynamic development there. He is responsible for many good airfoils (i. e. the

Aeronautical World - November 1929

Sells 245 Planes In 9 Months

Nine months' production and sales figures announced by Fleet Aircraft, Inc., of Buffalo show the sale of 245 open cockpit training planes since incorporation of the Company on February 13, 1929.

Since the Fleet, which is a commercial adaptation of the Consolidated Husky, standard training plane of the United States Government, was first placed on the market it has been placed for sale with ten distributing agencies and more than sixty dealers in all parts of the country.

Of the 245 planes sold, according to R. P. Whitman, assistant general manager of the Company, 176 had been delivered as of October 1, including one to Mexico and two to the Argentine Government.

Production has steadily increased during the nine months' period reaching a peak of two daily at the end of the summer.

In August the Company was merged with its parent organization, the Consolidated Aircraft Corporation, but continues to operate as a separate company functioning as the commercial selling organization for the Consolidated group.

Aeronautical World - November 1929

Navy Orders More Planes

The United States Navy has placed an order for 71 standard military type Husky land and seaplanes, involving approximately $550,000, with the Consolidated Aircraft Corporation of Buffalo. The order includes 41 standard Consolidated Husky (NY-1) land planes and 30 Consolidated Husky (NY-2) seaplanes.

Production of the ships will start at once and the schedule has been set at four planes weekly. R. P. Whitman, assistant general manager, expects the order to be completed by the end of February.

The planes, equipped with Wright J-5 motors, will be shipped from Buffalo by freight to their various destinations.

Conduct Preliminary Tests On New Consolidated Plane

Fleetster, Eight-Place Monoplane, Designed To Have a Top Speed of 200 m.p.h.

BUFFALO, N. Y. — (Special) — The Fleetster, eight-place cabin monoplane manufactured by Consolidated Aircraft Corp., of this city, was given preliminary tests here on October 30. Lieut. Leigh Wade, chief test pilot for Consolidated was at the controls.

The plane has been designed to have a cruising speed of 180 and a top speed of 200 miles per hour. It has been constructed on a new special monocoque type which was devised and patented by Lawrence D. Bell, general manager of the company.

The fuselage is barrel-shaped with no cross-construction in the interior. The six passengers are accommodated on two rows of three seats facing each other and space for a small table is provided. The seventh passenger sits forward beside the pilot. In the rear is space for baggage or express matter.

The Fleetster has a wing span of 45 feet, is 31 feet long, three and three-quarters feet wide and is nine feet high. Loaded the plane weighs 5,000 pounds and has a disposable load of 2100 pounds and a pay load of 1,448. A 575 h.p. Pratt & Whitney engine is the power plant of the new Fleetster ship.

CONSOLIDATED TO BUILD TWO AMPHIBIAN TYPES

Buffalo News 11/17/29

Plans for experimental production of two ambhibian types at the Consolidated Aircraft corporation plant, 2050 Elmwood avenue, are being made according to announcement Monday. One of these is a twin motor ship and the other is a baby amphibian of somewhat smaller type.

A high speed mail plane of Fleetster type may follow the successful tests conducted at the municipal airport of the first of these bulletlike models. The company may build a series of these mail ships along the same lines at once wtih little2engineering change. Unfilled orders at the plant amount to approximately $4,000,000.

LIEUT. LEIGH WADE, vice-president and chief test pilot of Consolidated Aircraft Company, has gone to South America to direct sales of Fleet and Husky planes. Aviation - 11/30/29

Aeronautical World - November 1929

New Army Observation Plane

Work has been started by the Thomas-Morse Aircraft Corporation, a division of Consolidated Aircraft Corporation, on initial production of the United States Army Air Corps order for 70 all-metal corps observation planes, involving approximately one million dollars.

This new observation plane will be known as O-19-B and will be of duraluminum and steel construction. The airplanes have a wing span of 40 feet and are 28 feet in length. They will carry a crew of two, three guns and 125 pounds of bombs which can be released through a special cockpit. Equipped with Pratt & Whitney 475 h.p. Wasp motors, they will have a top speed of 150 miles an hour and a normal cruising speed of 130 miles per hour. Gross weight is 3900 pounds.

Delivery of the first ship will be made shortly after the first of the year, and the full order will be completed by July, 1930. As the production increases, the working staff will be increased to approximately 450 men, according to B. D. Thomas, vice-president and chief engineer of the Thomas-Morse Company.

New "Fleetster" Which Proved Fast in Tests

Aviation - November 23, 1929

SHOWN ABOVE is the new metal "Fleetster" developed by the Consolidated Aircraft Corporation, Buffalo. The sesquiplane, which has a monocoque fuselage and uses Pratt & Whitney power, is reported to have attained 187 m.p.h. in initial speed tests, Lieut. Leigh Wade piloting. The craft is soon to be taken on a coast-to-coast tour with Capt. James Berry at the controls.

"Fleetster" is Monoplane

A captain in the last issue of AVIATION incorrectly referred to the new Consolidated "Fleetster" as a "sequiplane." The craft is, of course, a monoplane.

"U. S. A." series and the "Clark" series). In 1920 Colonel Clark resigned from the army and became chief engineer of Dayton-Wright. Upon organization of Consolidated he became vice president and chief engineer of that company. In the fall of 1927 he resigned and spent nearly a year in Europe, studying aeronautical development there. At present he is connected with Aviation Corporation, serving in a technical capacity.

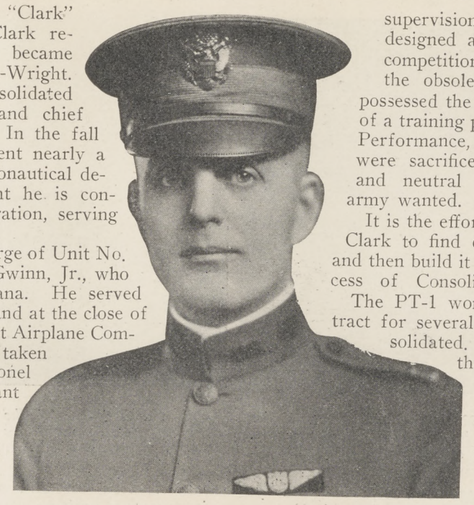
The project engineer in charge of Unit No. 1 engineering is Joseph M. Gwinn, Jr., who came originally from Louisiana. He served overseas with the air service and at the close of the war he joined the Gallaudet Airplane Company. When this concern was taken over by Major Fleet and Colonel Clark, he was appointed assistant to Colonel Clark. He too studied aeronautics in Europe for some time.

I. M. Laddon, who is project engineer of Unit No. 2 engineering came from McCook Field where he did a considerable amount of all-metal development for the army. He also is the designer of the well-known Bendix-Laddon wheels. He served with Consolidated at their Dayton office where an engineering department was maintained for some time. This branch department has been transferred to Buffalo and since Laddon's removal to that city he has been especially interested in the naval patrol boat XPY-1 and the Commodore, a commercial flying boat; both planes are of all-metal construction.

All of these key-men of Consolidated have flying experience for a background which enables them to understand aeronautics from the actual flying side of the game. Consolidated has always encouraged its employees to obtain flight instruction and only a short time ago arrangements were made with National Flying Schools, Inc., whereby any employee physically eligible for a student permit, was allowed a substantial discount on all costs of instruction.

Consolidated completed the contract with the army for TW-3's in East Greenwich. The TW-3 was designed by Colonel Clark and was a development of the original "Chummy." It was a side-by-side training plane powered with a Hisso or a Wright "E" motor.

In 1924 the company moved to Buffalo and under the supervision of Colonel Clark the PT-1 was designed and entered in the army open competition for a training plane to replace the obsolete "Jenny." This new plane possessed the requisites that were demanded of a training plane and which the army liked. Performance, appearance, and streamlining were sacrificed for ruggedness, simplicity, and neutral stability, but it was what the army wanted.



Major R. H. Fleet, President of the Consolidated Aircraft Corporation

It is the efforts of Major Fleet and Colonel Clark to find out what the services desired and then build it for them, that explain the success of Consolidated Aircraft Corporation. The PT-1 won the competition and a contract for several planes was awarded to Consolidated. In the first year of service these machines saved the army more than the original cost of the ships in maintenance as compared to the equipment they formerly had. Also the crash pads (a TW-3 feature) and the strength of the fuselage gave them a clean record of no fatalities, so the army came back for more.

The navy became interested in the PT-1 but it is rather interesting to know that they desired entirely different flying characteristics in their planes. They liked a ship with considerably more stability and yet sensitive controls. Consolidated's ability to accomplish this again spelled success.

The NY-1 was offered the navy and it was accepted. Since then about 107 NY-1's, and 165 NY-2's have been produced. The O-17, or Courier, was designed and about 32 of these were built for the National Guard. Consolidated has also produced about 260 PT-3's and PT-3A's which are now being built under regular schedule.

More than 800 training planes designed and built by Consolidated are now in daily use and constantly subjected to the handling and mishandling of student flyers. They have been "flown over 20 million miles of record." They have never worn out nor have they been condemned. Sturdiness of construction, simplicity of design, and ease of maintenance have reduced the necessary ground crews 50 per cent, according to the makers.

The planes have been adopted after open competition as standard for training by the United States Army Air Corps, Naval Air Service, Marine Corps, Naval

Four PT's Built for the Cuban Army Air Corps, Lined up for Flyaway Delivery at the Consolidated Airport at Tonowanda. N. Y.

signing military training planes. Although it was designed and originally sold by Consolidated, the rights have been sold to the Fleet Aircraft Corporation which now handles the sales; Consolidated continues to build this machine for Fleet Aircraft.

Perfect training balance, light and positive controls, almost pursuit-like performance, large crash pads, internal aileron operation, and neat appearance are some of the features of the Fleet.

Aluminum alloy ribs and spruce spars are used in the construction of the wing. Except those ribs whose extended cap strips carry the aileron hinges, all ribs are built of heat-treated duralumin stampings .014 in. in thickness. The excepted ribs are of .045 in. stock. A flanged "U" section is employed in the cap strip while the vertical members are of channel section. Cement coated nails are used to fasten all ribs to the top and bottom of the spars; these nails merely locate the ribs as the upper and the lower cap strips are tied to the spars. The walk-boards are of .065 duralumin and will support a man at the trailing edge with a safety factor of three.

The aluminum alloy used in the wing structure is of the same composition as that used on the first PT models built by Consolidated. A special heat-treating furnace has been developed and is installed close to the stamping press to insure a continuous flow of materials to the press.

The Dope Room of the Consolidated Plant Features Adequate Heating and Ventilation Systems. All Departments Are Designed to Admit Plenty of Natural Light

Eight bays are made in the drag bracing of the upper wing exclusive of the center section and six are provided in each lower wing panel. The single, unswedged tie-rods, which are employed are to give rigidity rather than strength, are set at an angle of 45 degrees. This setting has been found by experience to give the greatest rigidity in this type of bracing. Compression struts are 9/16 x .028 in. chrome molybdenum steel tubes, cut off squarely in a lathe and set over the heads of the drag wire fitting bolts.

A single bolt through a Bakelite spool inserted in a reamed hole is used to attach each drag fitting to the spar, and large duralumin disks ⅛ in. thick are placed on the faces of the spars. A rigid assembly is thus made by this form of attachment and washers are prevented from embedding themselves in the spars.

It is possible to replace either rear or front spar in either lower or upper wing panels without losing or destroying a single rib or fitting. This feature is of great advantage in training operations where minor crashes are not infrequent.

The main wing fittings are of one-piece design, the single welds being under practically no stress. Through Bakelite spools inserted in reamed holes they are bolted to the spars, increasing the bearing area in the wood by 150 per cent and eliminating the trouble caused by bolts embedding in the spar. The centroid of the bearing area in the wood coincides with the truss center line due to the layout of the position of these bolts. A rotating tendency between the fittings and the spar is thus eliminated and one bolt is not allowed to take more than its proper share of the load. This is very important as a small shift in the location of one bolt will add 25 to 50 per cent to its load and cause premature embedding in the spars.

One of the most interesting features of the Fleet is the patented aileron control system. It consists essentially of a push-pull tube in each wing connected directly to the stick and attached to a lever pivoted to the aileron on an axis that is inclined in both side and front elevation. When this lever is moved the aileron transversely moves up and down with a differential action. Since the operating lever attached to the aileron is telescoped, assembly of the aileron to the wing is a simple matter.

Another original feature in the production of the Fleet is the patented method of fastening the fabric to the wing. Holes .05 in. in diameter are punched into the cap strips of the ribs and a die and a tapered end-punch is next run through each, producing bell-mouth holes .089 in. in diameter. A ⅜ x .02 inch duralumin washer is laid on the fabric over each hole. Attachment is done by the use of No. 4 x ¼ in. Parker-Kalon sheet metal screws, having special heads. Even if the thread is damaged, these screws when used in this type and size of hole will hold hold firmly and not come out. The screwheads are covered with round fabric patches, one inch in diameter and stamped out in large quantities at the factory. These are doped on to the fabric. The wing structure is protected by three coats of spar varnish. "Zippers" are used on the fuselage covering to enable easy inspection of the stabilizer adjusting mechanism.

The planes in production are powered with the Kinner 100 h.p. motor. Two of these machines have been built as experimental models, powered with a Curtiss 170 h.p. and a Wright 150 h.p.; the latter recently was taken up by Lieut. "Nelly" Nelson and put through an outside loop from a dive of about 3,000 feet.

Many flying schools have adopted the Fleet as part of their equipment. These include United Aviation Corp., Colonial Flying Service, Universal Aviation Corp., Cleveland Institute of Aviation, Inc., Mid-west Airways, Inc., Lloyd-Mosier Air Commerce, Inc., Pittsburgh Aviation Industries Corp., Yellow Cab Airways, Inc., Pocahontas Air Transport Corp., Garland Aircraft Corp., and Art Goebel's school.

CRASHES TO DEATH ON FIRST SOLO HOP

Newly Licensed Flier, in Hired Plane, Hits Porch of House in Westbury, L. I.

BROKE RULE, SAYS TEACHER

Lost Control in Sharp Turn Over Town, Witness Asserts—Craft Grazed Auto.

Special to The New York Times.

WESTBURY, L. I., Nov. 27.—Shortly after noon today and ten minutes after hiring an airplane from Roosevelt Field nearby, James Pisani who had passed the private license tests as a pilot of the Department of Commerce on Nov. 2, suddenly dove and sideslipped from a height of 400 feet over the business section here and crashed into the street. Witnesses said the young pilot was standing up in the cockpit of the little training plane just before it struck and was catapulted along the top of the fuselage. His head struck the top cylinder of the five in the radial engine of the plane, he caromed off into the street and was picked up unconscious. Although he was rushed to the Nassau Hospital in Mineola by an automobile into which his plane nearly crashed, he died an hour later without regaining consciousness.

The fall of the airplane was broken twice, and in the opinion of those who viewed the wreckage Pisani would not have been seriously hurt had he remained in the cockpit with his safety belt securely hooked. The cockpit itself was intact even to the instruments, the switches were turned on as was the gasoline line when the officials of the Roosevelt Field Flying School arrived to salvage the plane.

Broke Rule, Instructor Says.

According to F. Ray Cullman, chief instructor at the field, and who instructed Pisani before his first solo flight some four months ago, the flier violated one of the rules at the field after taking off. He turned to the right instead of to the left as he left the ground, an act which brought him directly over this town while the rules of student and private flying at the field insist on turning left, holding to the perimeter of the landing area until considerable altitude is gained.

Cullman said the plane seemed to be flying easily as it neared the town. He continued to watch and saw Pisani flounder into a turn and a sharp bank from which he went into a dive. Pisani tried to right the craft, apparently by reversing the position of his rudder. This act caused the plane to side slip with the engine running at flying speed. As the lateral controls of the wing were found to be in working order, it is believed that Pisani became confused and neglected to right the wing by that method, thus continuing in his side slip at an ever increasing rate until his propeller cut through a thick telephone duct, the first break in the fall. Tearing through the line of wires, the plane's wing then hit a porch of the real estate office of Daniel McLaughlin at Maple and Post Avenues, Westbury. It caromed off the building, grazed the parked automobile in front and crashed in the centre of Maple Avenue.

Pisani was thrown clear of the wreck. The owner of the car, whose name was not learned, rushed him to the Nassau Hospital where he died shortly afterward. His parents, Mr. and Mrs. John Pisani, with whom he lived at 2,250 Metropolitan Avenue, Queens, were informed by the phone and his father reached the hospital just as he died. The young pilot will be buried on Saturday morning with funeral services at 10:30 A. M. in St. Margaret's Roman Catholic Church in Middle Village, Queens.

Fifth Training Plane Crash.

Inspection of the wrecked plane by officials of the Department of Commerce disclosed that the controls and motor were functioning perfectly in their opinion. Today's crash of the training plane is the fifth among the planes of the Roosevelt School and as a consequence the management has announced that no more planes will be rented for private use other than student training. Each of the planes is valued at $5,000.

Colonel N. J. Boots, head of the Roosevelt Field organization, said that the fleet of planes in the school averaged more than forty hours of flight training each day or about 120,000 miles a month. Of the five planes which were wrecked only two crashes proved fatal to the occupants and both of these involved licensed pilots, one on a mission of his own over New York, who crashed into a building in West Sixty-fourth Street, and that of Pisani today.

Under these conditions rigid requirements for students must be passed before any solo flights are allowed in the future, and Colonel Boots said that though flying instruction has been maintained in his school under the strictest standards, these and similar occurrences seemed to indicate that the requirements for licensed pilots might well be raised to include more advanced flying.

VIEWS OF TWO AIRPLANE CRASHES ON LONG ISLAND.

New York Times 11/28/1929

Associated Press Photo.

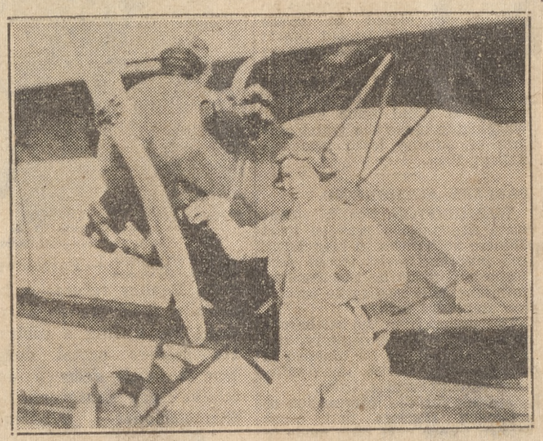
The Flame-Swep Wreckage of the Giant Fokker Monoplane Piled on the Ruins of the Joseph Wicks Home, Which the Crashing Plane Set Afire.

Times Wide World Photo.

The Hired Plane in Which James Pisano Was Killed on His First Solo Flight Struck the Porch of a Building at Westbury, L. I., and Grazed an Automobile.

Death and Destruction Ride the Skies

FATAL LANDING!—This photo shows the wreckage of the plane which came down in a Westbury, L. I. street yesterday. The pilot, James Pisani, was killed. Note the plane dropped in front of the town's real estate office. N. Y. American Staff Photo



VICTIM O FCRASH!—James Pisani, the young flier who was killed in Westbury crash. Until recently he had been a student flier. He is shown beside his plane.

Daily News Record 12/2/1929

BUFFALO AIRCRAFT FIRMS CUT FORCES

Employment Curtailed About 35 Per Cent in Month — Further Reductions Planned

Special to DAILY NEWS RECORD

Buffalo, Dec. 1.—Employment in the aircraft industry in the Buffalo area has been curtailed about 35 per cent within the last month, according to reports from leading manufacturers. This is due to the slowing up of production of small sport and training planes and greater concentration upon heavier military type and transport models.

Operating executives report there will be some further curtailment but probably not to exceed 10 per cent of the present working force which will bring the employment figures for the winter season down to approximately 50 per cent of what it was during the peak of the summer months.

General Causes Decline.

Some of this decline is attributed to the suspension of activities at the plant of the General Airplanes Corp., brought about by bankruptcy proceedings. Plans are being made, however, for a rehabilitation of the property by the new owners and a skeleton crew will be maintained during the winter to keep the key workers intact so the organization can be built up again in the spring.

Of the local aircraft industries, Consolidated Aircraft Corp. is reported to be employing the largest working force. The Thomas-Morse division of the Consolidated expects to reach peak production within the next three weeks on the Government contract for 70 all-metal observation planes. Production of the Fleet dual control training planes is now reported on a basis of eight to 10 ships weekly in addition to the large Commodore type transports which are being produced on a basis of one every five weeks.

Daily News Record 12/2/1929

Consolidated Testing Fourth Plane for N.Y. to Rio Service

Buffalo, N. Y., Dec. 1.—The fourth of the giant twin-motored Commodore type seaplanes under construction by the Consolidated Aircraft Corp. for the New York, Rio & Buenos Aires Lines, Inc., of New York, has been launched and now is being flight tested over the Niagara river and Lake Erie before being flown to New York to be placed in the South American passenger-mail air service.

Construction work is progressing rapidly at the Consolidated plant on other Consolidated Commodores for the same company. Twenty ships are included in the first order.

U. S. Navy and Army Places Orders With Consolidated

The Consolidated Aircraft Corporation of Buffalo has received orders from the United States Navy for 71 of its standard military type Husky land and seaplanes, involving approximately $550,000. The order includes 41 standard Consolidated Husky (NY-1) land planes and 30 Consolidated Husky (NY-2) seaplanes.

Production of the ships will start at once and the schedule has been set at four planes weekly. It is expected the order will be completed by the end of February.

The planes, equipped with Wright J-5 motors, will be shipped from Buffalo by freight to their various destinations.

An order totaling $256,000 has been received from the United States Army Air Corps for spare parts for Consolidated Husky Trainers, used by the government as its standard training ship. The order is to be completed within eight months.

The Consolidated company has also received orders from the Siamese government for Husky Trainer spare parts totaling $7,000. Delivery on these orders will be made as soon as possible.

Work will be started this week by the Thomas-Morse Aircraft Corporation, a division of Consolidated Aircraft Corporation, on initial production of the United States Army Air Corps order for 70 all-metal corps observation planes involving approximately one million dollars.

This new observation plane will be known as O-19-B and will be of dur-aluminum and steel construction. The airplanes have a wing span of 40 feet and are 28 feet in length. They will carry a crew of two, three guns and 125 pounds of bombs which can be released through a special cockpit. Equipped with Pratt and Whitney 475 h.p. Wasp motors, they will have a top speed of 150 miles an hour and a normal cruising speed of 130 miles per hour. Gross weight is 3900 pounds.

Delivery of the first ship will be made shortly after the first of the year and the full order will be completed by July, 1930. As the production increases, the working staff will be increased to approximately 450 men, according to B. D. Thomas, Vice-Pres., Chief Engineer of the Thomas-Morse Company.

Approximately 73,000 sq. ft. of floor space in Unit 4 of the Consolidated Aircraft plant will be used by the Thomas-Morse division. Raymond Ware, secretary of the company, will be in charge of the sales division, while Mr. Thomas will act as vice-president and chief engineer, working with Lawrence D. Bell, general manager of all Consolidated interests.

The Thomas-Morse Company is developing several other new types embodying their new type of construction, the first of which is an experimental Army pursuit plane powered with a Curtiss Hex 600 h.p. motor. This plane will be capable of a high speed of 195 miles per hour. The first plane of its type has been completed and is now undergoing test flights by the Army Air Corps at Dayton, Ohio. It is a single seater, having a 28 foot wing span and will be known as the Viper pursuit.

The company is also developing a new type of metal mail plane powered by a 475 h.p. Pratt and Whitney Wasp motor which will be capable of handling 1,200 pounds of mail. This ship has a 40 foot wing span and is 30 feet in length with large gasoline capacity.

New York-Buenos Aires Flagship Launched at Buffalo

The Buenos Aires, first of the completed Consolidated Commodore seaplanes, largest thus far built in the United States, in the Buffalo harbor immediately after its launching.

The 32-passenger Consolidated Commodore, the Buenos Aires, flag-plane of the New York, Rio & Buenos Aires Lines, Inc., which was satisfactorily tested at Buffalo Saturday, September 28, was flown for its first public demonstration on Monday, September 30, at Miller Field, Staten Island.

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

The ship will be used for regular service between New York and South American ports. It is the first of twelve similar planes which have been ordered by the transport company, the remaining eleven to be delivered at the rate of one a month.

Following the recent trend in large plane construction, the Commodore is powered with two motors. Twin Pratt & Whitney 575 h.p. Hornet engines are used, giving the ship a high speed of 130 miles per hour and a cruising speed of 110 miles. In addition to comfortably carrying 32 passengers and a crew of 3, ample additional space is provided in the Commodore for mail and express.

Interior of the plane has been designed and furnished under the direction of Frederick J. Pike, an interior decorator, and sets a new standard in beauty and comfort. Three cabins are provided for passengers as well as a lavatory, buffet room and radio compartment.

In order to take care of special express and mail, the Buenos Aires is arranged to seat 20 passengers. The other Commodores, however, will be built to accommodate the full passenger load.

Two of the cabins on the Buenos Aires accommodate 8 passengers, while the third—a lounge room—has seats for 4 passengers and includes two day beds. Chairs and day beds as well as small adjustable tables are of aluminum construction finished in natural color. A modernistic scheme has been developed by Mr. Pike, using an individual color scheme adapted from the tropical colors of the route for each cabin. The walls of each of the cabins are covered in damask while a separate material is used in draperies with still other fabrics for upholstering of the chairs and cushions.

The lighting fixtures also carry out the modern design.

Between the seats in each of the passenger compartments are panels holding timetables, magazines and newspapers which have been placed directly under the windows. Attractive carpets are used in the center aisle and on the sides in each of the small compartments.

Each plane will be equipped with a completely equipped lavatory including running water, wash basin, toilet, drinking water, ice water, towel racks and mirror.

Access to the cabin which is 8 ft. 5 in. in width with a 6 ft. headway, is gained through a companionway in the afterbody of the ship.

The plane is of all-metal construction and is so designed as to make it very seaworthy. It has a wing span of 100 feet and a total wing area of 1,100 square feet. Its length is 61 ft. 9 in.

The weight of the plane empty is 9,500 pounds. The useful load is 8,000 pounds and the gross weight is 17,500 pounds. The useful load of the ship may be divided into passengers, mail, express and fuel in any manner in which the operator desires. Tankage is provided for 700 gallons of gasoline.

Landing speed of the plane is 55 miles an hour and the initial rate of climb 750 feet per minute with a ceiling of 17,000 feet. The Commodore is capable of flying with a full load on one engine and can make a take-off with a full load in a dead calm in 45 seconds. Magnetic compass, earth inductor compass, turn and bank indicator, are included in the latest navigation equipment with which this luxurious transport is provided.

The plane was flown on its test flights by Leigh Wade, army round-the-world flyer, who is chief pilot for the Consolidated Company.

New Consolidated Flag-Plane Now in Service

THE new 20-passenger Consolidated Commodore, the Buenos Aires, flag-plane of the New York, Rio & Buenos Aires Lines, Inc., has been satisfactorily tested at Buffalo and was flown for its first public demonstration early in October at Miller Field, Staten Island.

The Commodore is the largest passenger flying boat thus far built in the United States and is a commercial adaptation of the Admiral patrol plane delivered by the Consolidated Aircraft Corporation to the United States Naval Air Service in December, 1928. It includes a number of improvements designed to increase comfort and convenience of passengers.

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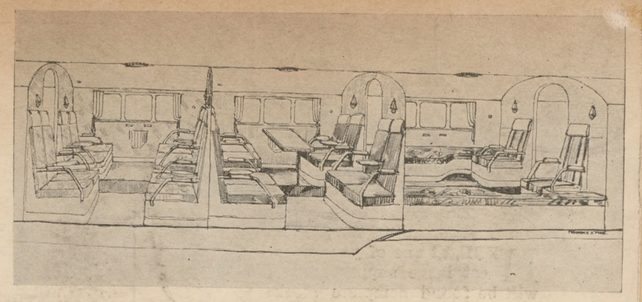
Interior of the plane has been designed and furnished under the direction of Frederick J. Pike, as interior decorator, and sets a new standard in beauty and comfort. Three cabins are provided for passengers as well as a lavatory, buffet room and radio compartment.

Two of the cabins accommodate 8 passengers each, while the third—a lounge room—has seats for 4 passengers and includes two day beds. Chairs and day beds as well as small adjustable tables are of aluminum construction finished in natural color.



Interior view of luxurious cabin of the Consolidated Commodore

A modernistic scheme has been developed by Mr. Pike, using an individual color scheme adapted from the tropical colors of the route for each cabin. The walls of each of the cabins are covered in damask while a separate material is used in draperies with still other fabrics for upholstering of the chairs and cushions.

The lighting fixtures also carry out the modern design.

Between the seats in each of the passenger compartments are panels holding timetables, magazines and newspapers which have been placed directly under the windows. Attractive carpets are used in the center aisle and on the sides in each of the small compartments.

Each plane is equipped with a completely equipped lavatory, including running water, wash basin, toilet, drinking water, ice water, towel racks and mirror.

Specifications of the Commodore,

Dimensions: Wing span, 100 ft.; total wing area, 1,100 square ft.; length, 61 ft., 9 in.; cabin width, 8 ft. 5 in.; height of cabin, 6 ft.

Power Plant: Twin Pratt and Whitney 525 h.p. Hornet engines.

Weight: Empty, 9,500 lbs.; useful load, 8,000 lbs.; gross weight, 17,500 lbs.

Performance: High speed, 130 m.p.h.; cruising speed, 110 m.p.h.; landing speed, 55 m.p.h.; climb, 750 ft. per minute; ceiling, 17,000 ft.; take off with full load in calm, 45 seconds.

Construction: All-metal.

Equipment: Magnetic compass, turn and bank indicator, earth inductor compass.

Southern Aviation Nov. 15, 1929

Officials of the Consolidated Aircraft Corporation and New York, Rio & Buenos Aires Line, photographed in Buffalo at the launching of the first Consolidated Commodore to Buenos Aires, on September 28. From left to right, they are Thomas Kenney, John Ware, George Newman, vice-president of the Consolidated company, I. M. Laddon, designer of the Commodore, Ray P. Whitman, assistant general manager of Consolidated, and Colonel Ralph O'Neill, president of the New York, Rio & Buenos Aires Line

Flight November 22, 1929

CONSOLIDATED: The Type PY-1 "Admiral" monoplane flying-boat, fitted with two 450-h.p. Pratt and Whitney "Wasp" engines, constructed by the Consolidated Aircraft Corporation of Buffalo, N.Y. A similar machine, a 22-seater commercial model (type "Commodore"), was recently delivered to the New York and Rio and Buenos Aires Line, Inc., for operation on the air service between New York and Buenos Aires. It formed the first of a batch of 12 ordered, and was named "Buenos Aires," by Mrs. H. Hoover. The commercial models are equipped with 500-h.p. Pratt and Whitney "Hornet" engines.

1247

Police Pilot's Circus Stunt Wrecks Plane After He Hops a Ride on Tail

If Patrolman Otto A. Kafka, one of Police Commissioner Whalen's student flyers, can repeat the feat he performed so casually yesterday, he can make his fortune in any circus.

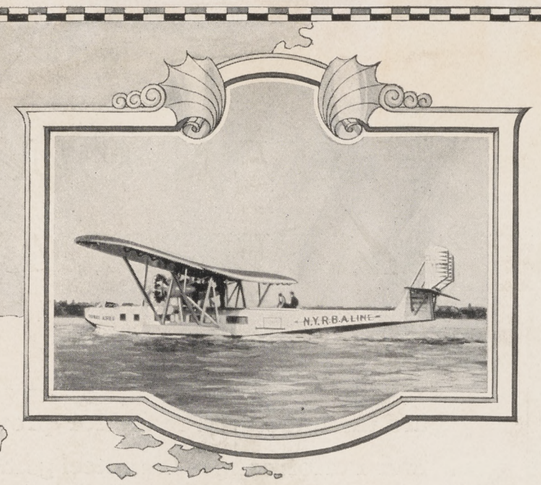
Kafka, who is being trained at Roosevelt Flying School, took off on a solo flight from Roosevelt Field, L. I., in a fleet biplane. He decided for experimental purposes to land at a small emergency field near the Aviation Country Club.

The landing was perfect. Kafka stepped out of his plane and regarded it with satisfaction. Then he decided to resume his flight, but could find nothing to block the wheels.

Kafka decided to dispense with the starting blocks. He set the spark, opened the throttle, tied back the stick, and, stepping in front of the plane, spun the propeller.

The engine roared and the plane lurched forward. Kafka, directly in its path, did a lightning fall-away from the propeller and managed to dive under the lower left wing.

As the plane passed over him the student flyer, panicky at the thought of its running away without him, grabbed its tail to hold it back. The plane dragged him along the ground some distance and then took to the air with Kafka's legs hanging in space. Despairing at last, the patrolman let go and dropped five feet to the ground, unhurt. As he picked himself up Kafka saw the biplane stall suddenly in the air, and dive to the ground, smashing the lower wings and the propeller.



The COMMODORE
"The pride of the sky"

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These giant sea-going air liners, with a wing spread of 100 feet, and a carrying capacity of 25 passengers and thousands of pounds of air mail, operate safely and regularly along an 8000 mile route—spanning the distance between New York City and Buenos Aires in seven days.

Designers of planes capable of accomplishing such vast transportation enterprises now turn unerringly to Aluminum and its alloys, as the one material that will serve their purpose.

The Consolidated Commodore is a notable example. Practically the entire ship is fabricated from strong heat treated Aluminum Alloy, surfaced on exposed parts with pure Aluminum —a protection against corrosion known as the ALCLAD process.

Even the Commodore's twin 'Wasps' depend upon strong Aluminum Alloys to eliminate dead, useless weight—and all sluggishness and inertia from moving parts. Crank case, accessory drive housing, pistons, cylinder heads, diffuser section and nose and rear sections of these reliable Pratt & Whitney engines are made of strong, heat-treated Aluminum alloys.

* * *

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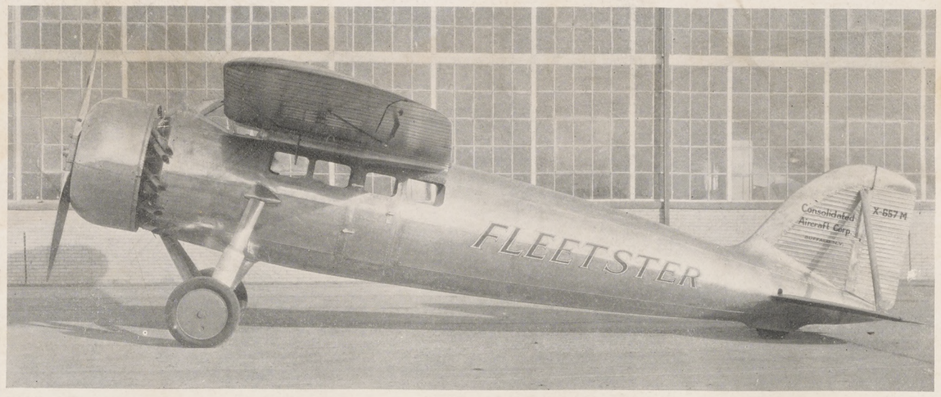
ALCOA

ALUMINUM AND ITS ALLOYS FOR AIRCRAFT

ALCOA



The *Fleetster*, the New Eight-Place Cabin Monoplane of the Consolidated Aircraft Corporation

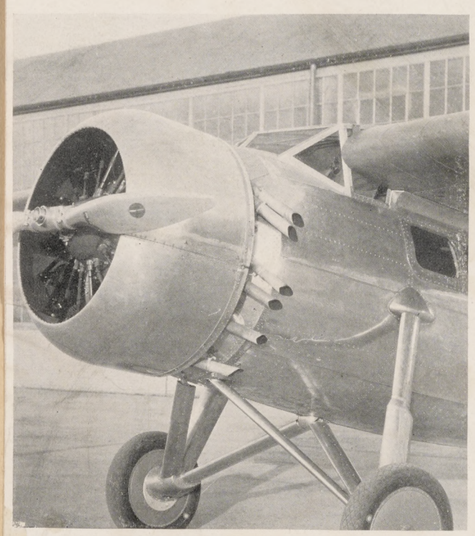
Consolidated Eight-Place Cabin Monoplane, the *Fleetster*

DESIGNED to have a cruising speed of 180 miles per hour and a top speed of 200 miles per hour, the *Fleetster*, the new eight-place cabin monoplane of the Consolidated Aircraft Corporation of Buffalo, N. Y., is intended for higher speed transportation for commercial operators and for private corporations desiring to own individual ships.

The design of the ship is predicated on a new special monocoque body construction developed and patented by Lawrence D. Bell, general manager of Consolidated. This monocoque construction was announced following the National Advisory Council of Aeronautics development of the NACA cowling. It is claimed that the *Fleetster*, through its design, obtains 100 percent efficiency from this cowling. Because of the added width of the fuselage, it is wide enough to seat three passengers side-by-side instead of the usual two. The Consolidated engineers say that the NACA cowling adds 15 to 20 miles to the speed of the plane.

The fuselage is barrel-shaped with no cross-construction in the interior. A two-inch padding of insulation, over which the upholstery lies, insures quiet. Six passengers are accommodated on two rows of three seats facing each other and space for a small table for reading, writing or card playing is provided. The seventh passenger sits forward beside the pilot. In the rear is space for baggage or express matter.

While the wings of the first *Fleetster* are wood fibre, all other ships will be all-metal construction, steel and duraluminum being used throughout. The *Fleetster* has a wing span of 45 ft., is 31 ft. long, three and three-quarters ft. wide and nine ft. in height. Loaded, the plane weighs 5,000 lb. and has a disposable load of 2,100 lb. and a pay load of 1,448. The *Fleetster* is powered with a 575 hp. Pratt and Whitney engine.



View Showing NACA Cowling Installation

Aviation 12/14/'29

Leigh Wade to South America

BUFFALO (N. Y.)—Reports from the Consolidated Aircraft Corp. of this city, state that Lieut. Leigh Wade, round-the-world Army flier and chief test pilot for the Consolidated concern, is on his way to South America, where he is expected to spend most of the winter and spring in the interests of the company. He will direct the sales work of the Fleet and Husky training planes and the larger planes of the firm, such as the "Commodore." The Consolidated Aircraft Corp. has sold planes to the Argentine and Mexican governments and to Central and other South American countries.

BUFFALO, N. Y.,
DECEMBER 20, 1929

CONSOLIDATED GETS LARGE PLANE ORDER

Local Plant to Build Eight Huge Ships, Giving 1100 Men Year's Work.

Orders received Friday morning by the Consolidated Aircraft corporation of Buffalo from the New York, Rio & Buenos Aires lines for eight additional ships will keep the plants working at capacity for the next year, it was announced by Ray P. Whitman of the Consolidated company.

The orders were for two Commodore flying boats and six Fleetsters. The present crew of 1000 men employed in the plants will be increased by approximately 100 to permit the filling of orders, Mr. Whitman said. The order for the six Fleetsters stipulates that they shall be ready for delivery early next spring. To produce these machines within that period will require that the staff be increased by approximately 100, Mr. Whitman said.

The Consolidated company now has 10 unfilled orders for ships of this class. Four such boats have already been delivered. The estimated value of all the orders, including those delivered and the six Fleetster ships, is in excess of $400,000, Mr. Whitman said.

The Commodore ships are rated the fastest in commercial service. One of them, in test flights here a month ago, attained a speed of 197 miles an hour. The boats are all-metal monoplanes, with a passenger capacity of 32, but are used as 20-passenger ships in the New York to Buenos Aires service.

The Commodore ships are to be equipped with either Wasp or Hornet motors.

The Fleetsters are eight-place ships, also for passenger service. The order received Friday morning was the first for ships of that class received by the Consolidated company from the New York, Rio & Buenos Aires lines, Mr. Whitman said.

The New York, Rio & Buenos Aires line now is using four classes of ships in its service to South America. These are the Buffalo-made Commodores and Fleetsters, the Sikorski amphibian and the Ford Tri-motor machines.

Aeronautical December 29

Consolidated Opens New Airport

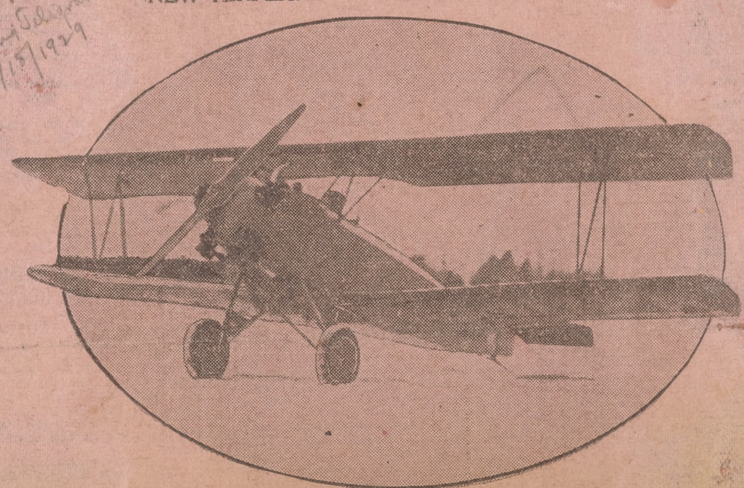
CONSOLIDATED AIRCRAFT CORPORATION, Buffalo, N. Y., recently opened a private airport at Tonawanda, N. Y,. a short distance from the company's Buffalo plant. The field contains two sections of ground—one of 126 acres and one of 20 acres.

The larger field has been drained and levelled under the supervision of the Industrial Planning Corporation of Buffalo. It contains a 3,000-foot slag runway with turns at either end and in the center. A 3,000-foot runway has also been constructed and has a dirt finish at the present time, although surfacing will be provided in the near future. Roads for vehicles have been provided, and construction of hangars will be started as soon as possible. The field will be used as a testing ground for land planes manufactured by the Consolidated group as well as a special field for owners of these ships.

The new airport is located 20 minutes by motor from Buffalo's business center, and two miles by road from the Consolidated plant. The property adjoins the tracks of the New York Central railroad.

NEW AIRPLANE PLANT FOR CANADA

Evening Telegram 12/15/1929



The Consolidated Aircraft Corp., of Buffalo, has announced plans for an airplane plant at Fort Erie, Ont., to manufacture "Fleet's," two-place training and sport biplanes, for the Canadian and world market. Jack Sanderson, formerly instructor for the London (Ont.), Light Airplane Club, is in the cock-pit of the above machine which he is demonstrating at Camp Borden, Leaside, and other Ontario flying fields.

Evening Telegram 12/15/1929

Consolidated Aircraft, Ltd., of Buffalo, one of the largest manufacturers of aircraft in the United States, and makers of the huge Commodore flying boats which will be used in the New York-South American run, will, in all probability establish a manufacturing plant in Toronto.

The proposed plant will be large enough to handle all Canadian requirements, and it is likely that only light training planes will be manufactured for the first few years of operation.

The light two-cockpit "Fleet" has been demonstrated in Toronto during the past few days and on every field it has been greeted favorably. This has induced the manufacturer, evidently, to give Toronto another aircraft industry. The site for the new plant has not been announced, but it is likely that the plan will proceed at once in order that the "Fleet" manufacturers will be ready for spring business. Consolidated already have a field at Fort Erie.

Regarding the new biplane, a well known local instructor said, "It is the sweetest thing I ever handled." The "Fleet" has a top speed of 109 m.p.h., is shorter than the usual design of similar machines (from nose to tail), and is reputed by the makers to be the only machine, powered with one-hundred horses, that can accomplish an outside loop. The landing speed is about 44 m.p.h. and it has an approximate gross load capacity of 2,000 lbs. It is powered with a Kinner motor, and has a fuel capacity for 9 hours flight, flying 18 miles to the gallon. 200 of the same type as that proposed for the Canadian market are already in use as training and sport machines in the U.S.A. The instrument board is in the front cock-pit and the pupil takes his early instruction in the back pit, moving forward when he has had a few hours' dual.

Jack Sanderson, the popular instructor for London Flying Club, resigned to become the demonstrator of the "Fleet" in Canada. It was demonstrated at Leaside and at De Lissops Field at Weston, and immediately won a good reception Pilot Sanderson also demonstrated for the army pilots at Camp Borden. The army men flew it and did everything with it in the air that such a type can do. They predicted a great future for the trim biplane.

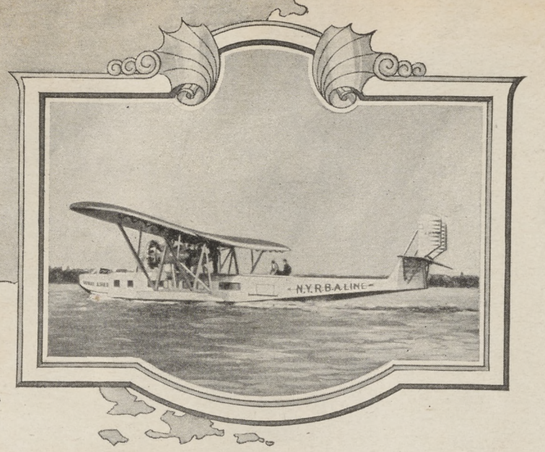


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Photo by Aero Corp. of Calif.

A group of Fleet training planes over the clouds in California

Sunday,
December 15, 1929

The New York Times

Rotogravure
Picture Section
In Four Parts

6

DEC 19 1929

The Voyageur December, 1929.

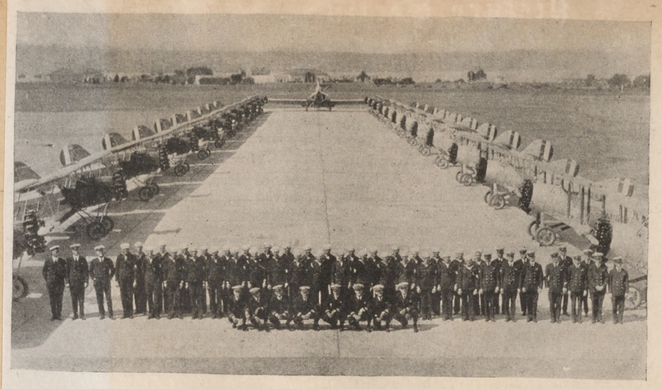
LEARNING TO FLY AT SKY HARBOR . . . CHICAGO

. . . Flying has a strong appeal to the red-blooded American girl as witness two of the star pupils at Sky Harbor. Girls of this type are quick to learn the game, instructors state.

NEW - YORK, 6. — Le lieutenant Leigh Wade, qui fit le tour du monde en avion, est en route pour l'Amérique du Sud, où il passera l'hiver à titre de représentant de la "Consolidated Aircraft Corporation". Il dirigera la vente des avions Fleet et Husky et des aerobus du type Commodore de la compagnie.

Lt. Leigh Wade, who flew on a tour of the world, is enroute to South America, as representative of the Consolidated Aircraft Corporation. He directs a fleet of ships, the FLEET and HUSKY and a flying boat of the COMMODORE type.

Naval Squadron Which Won Herbert Schiff Trophy



WASHINGTON (D. C.)—President Hoover on Dec. 14, presented the Herbert Schiff Trophy to Lieut. Thomas Geary Fisher on behalf of Training Squadron Seven of the Naval Air Station at San Diego, Calif., which he commands. Formerly given to the Naval aviator who had flown the greatest number of hours during the year without an accident, a change in the awarding of the trophy has been made, whereby it will be won by the squadron or unit making the best safety record during the year.

Training Squadron Seven led the Navy with a score of 1.164, this being figured out on a handicap basis with the number of accidents and their seriousness counted in. The squadron flew a total of 8,159.35 hr. with a handicap of 1.10. (The handicap is figured out according to units where the hazards are greatest, a fighting squadron, for instance, being rated 1.0, as its flying is probably the most dangerous in type.)

Approximately 571,130 mi. were flown during the fiscal year 1929 by the Seventh Squadron, 478 "green" students were trained, and of that number, 157 were qualified for further training. Six officers and eight enlisted men comprised the personnel of instructors. Only three minor accidents were incurred by the unit and none of these resulted in personal injury.

Capt. Frank McCrary, U. S. Navy, commanded the entire Naval Air Station and Lieut. Comdr. William Masek, flight officer, and Lieut. Fisher, squadron commander, had charge of the Seventh unit, one of whose members was Lieut. James E. Dyer, who won the Schiff award in 1928 with a total of 1251.25 hr. to his credit.

High Speed Record for New "Fleetster"

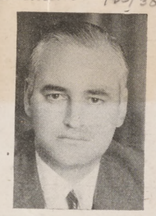
Southern Aviation News

Consolidated Aircraft Company's new ship, known as the "Fleetster," recently attained a speed of 197 miles per hour in a test flight with Lieut. Leigh Wade at the controls.

Officials of the Consolidated Company believe that the plane will attain a high speed of 225 miles an hour with a few minor changes and refinements.

Aviation – 1/25/30

R. W. FULTON, recently director of sales for Colonial Flying Service, and formerly head of the aviation division of Tide Water Oil Company, has been made general sales manager of Consolidated Aircraft Corp., Buffalo, N. Y.



R. W. Fulton

PILOT HOPES TO PUSH FLEETSTER PAST 200

Buffalo News — 1/9/1930

Further Altitude Tests Also to Be Given Consolidated Ship.

Advanced altitude and speed tests of the Fleetster, newest and fastest product of the Consolidated Aircraft corporation, will be made this week at the municipal airport by William S. Wheatley, chief test pilot for the company. The fleet eight-passenger monoplane was returned to the port for the additional tests Thursday.

The machine made a high-speed record of 198 miles an hour more than a month ago, while equipped with a Pratt & Whitney Hornet engine. This power plant has been replaced with a Wasp of the same manufacture and it is expected that further tests will show a speed greater than 200 miles an hour, making the ship the fastest commercial stock job built in the country.

stock job built in the country.

Pilot Wheatley said Thursday he believed it would be necessary to equip the plane with oxygen apparatus before altitude tests could be made, as the powerful Wasp engine is expected to pull the silver ship so far into the clouds as to be dangerous to a flier not prepared for the rarefied air.

Six of these planes already have been ordered by the New York, Rio & Buenos Aires line for operation over a South American leg of the service.

Navy Places Huge Parts Order

Aeronautical World – January 1930

Orders totaling $15,000 have been received by the Consolidated Aircraft Corporation of Buffalo from the United States Navy Department for spare outboard floats and float struts. Delivery is to be made within thirty days.

The Consolidated "Admiral," officially designed for the United States Navy for patrol duty and designated by that service as XPY-1, will be taken by the Fleet on winter maneuvers, according to advices received by the Buffalo company.

Fleet is the Name

And He Builds 'Fleet' Ships

President of Consolidated Aircraft Is Swift and Restive by Nature.

SOME men run true to their names. Commander Richard E. Byrd, who has winged his way over the North and South Poles, is one of them. Reuben Hollis Fleet, president of the Consolidated Aircraft Corporation, is another.

Literally, when properly searched for in a dictionary, the word "fleet" means rapid, light and quick in going from place to place; a group of vessels under a single command. These words, better than any others, describe Major Fleet. At the age of 42, he is swift, restless, untiring. His nature demands activity. With more than 2,500 hours of flying to his credit he is one of the few aircraft corporation presidents to hold a transport pilot's license.

Major Fleet is the kind of a man who never stops. Last Fall, returning from a 13,000-mile air tour of the United States, he was injured in an accident at London, Ontario, a hundred miles from Buffalo. Within an hour and a half all his executive staff was at his bedside receiving orders pertaining to the Consolidated factories, and for three weeks, while Major Fleet remained in bed, the same executives went back and forth, between Buffalo and London, almost daily, receiving and executing orders for business changes, expansion and policy.

Major Reuben H. Fleet, president of Consolidated Aircraft, one of the few presidents in the industry to hold a transport pilot's license.

Business Is His Hobby

Suave, amusing and charming, Major Fleet is completely engrossed in his business. If he has a hobby, that is it. His friends say that years ago when he was in the army, McCook Field commanders invariably sent him to Washington when promotions were in order. The air service was noted for its conservative attitude toward salaries and Major Fleet's success in bringing back approved raises was due to the fact that he was always able to get hold of the man in charge, stay with him and talk him into submission.

He is a companionate sort of man interested in people and things. At home, anywhere he happens to be, enjoying everything except inactivity.

He is known as an individualist. He often does the conspicuous thing; keeps people waiting hours for him, goes to football games without tickets; argues with traffic cops until he convinces them they were wrong in accusing him of speeding; goes to trains and obtains a compartment when reservations have long been exhausted.

Reputed Tender-Hearted

They say he is tender-hearted. One Christmas while stationed at McCook Field he heard that members of the air force stationed there were going to play Santa Claus to the poor of Dayton. Not content with a contribution, he made a personal investiation of the families to see what was most sorely needed. And on Christmast morning he personally delivered the gifts.

Following America's entry into the World War, Major Fleet was selected to represent the State of Washington at the Aviation School in San Diego, which was then a part of the Signal Corps of the air service. Here he obtained the rating of Junior Military Aviator and was later made executive officer in charge of training in the office of the Chief of the Air Corps at Washington.

Major Fleet was placed in charge of the air mail when it was first inaugurated between Washington and New York, and he flew the first ship over the run. In 1918 he served as officer in charge of flying at Mather Field, Sacramento, and later as officer in charge of testing and approving at Wilbur Wright Field, Dayton, Ohio. He was later selected by the Air Corps to attend the Gosport School of Advanced Flying in England and on his return was appointed contracting officer of the Air Corps in which capacity he served until he resigned from the army in 1922.

After his resignation Major Fleet became general manager of the Gallaudet Aircraft Corporation of East Greenwich, Rhode Island. In 1923 he organized the Consolidated Aircraft Corporation which has grown until it is now one of the largest independent aircraft manufacturing concerns in the country, producing the training biplane that bears the president's name.

Consolidated Aircraft Plans Virginia Branch

Aviation – 1/4/1930

RICHMOND (VA.)—The Consolidated Aircraft Co., of Buffalo, N. Y., is considering the Virginia Peninsula as a site for a southern branch. The company has leased from the Navy Department half of the seaplane hangar at Langley Field until June 30, 1930, for the assembly and storage of aircraft. Twelve planes are to be assembled for the New York-Rio & Buenos Aires Line.

An assembly crew of eighteen from the Buffalo factory has been sent to Langley Field. George Newman, vice-president of the company, is in charge of the work. The flying boats are to be of the Consolidated "Commodore" type. They will carry two Pratt & Whitney Hornet engines.

While the planes are being assembled, officers of the company will survey the Peninsula with the view to finding a site close to water. A study of labor conditions also will be made. The completed planes will be tested in flight by William Wheatly, of Buffalo.

Sky News 1/1/1930

International Photo.

Safest flying may result from "blind flight" made by Lieut. Jimmy Doolittle, who took off and landed solely by instruments in hooded cockpit.

$30,000 Airplane Hangar Proposed at Bridgeburg

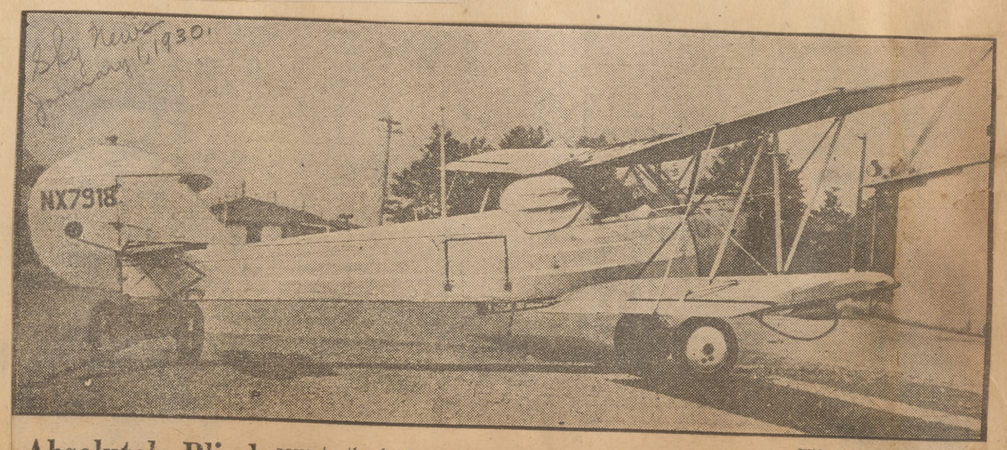
JAN 15

Daily Commercial News 1/14/30

(From Our Own Correspondent.)

BRIDGEBURG, Jan. 13.— Construction of a $30,000 airplane hangar here is contemplated by Consolidated Aircraft Company; C. E. Leigh, 2050 Elmwood avenue, Buffalo, in charge of construction. Further action will not be taken until the spring. Hangar is to be one storey, 100 feet square, of steel and brick construction.

Sky News January 1, 1930

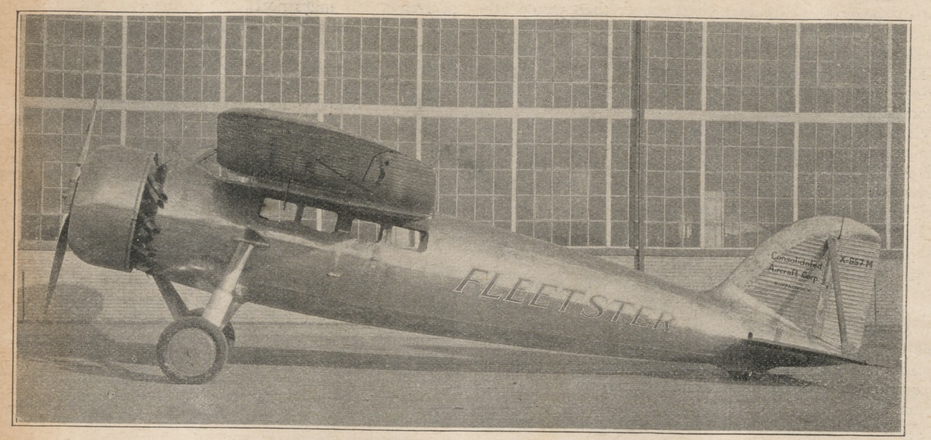


Wide World Photo.

Absolutely Blind, save to the instruments in front of him, Lieutenant Jimmy Doolittle flew this Consolidated training plane at Mitchel Field, N. Y., September 24, scoring a spectacular victory for scientific research. Only the "artificial horizon" in his hooded cockpit guided him, by means of radio, in taking off and landing.

The Consolidated "Fleetster"

General Description



The new "Fleetster" manufactured by the Consolidated Aircraft Corp., Buffalo. This machine has attained a speed of over 190 miles an hour in test flights.

The Consolidated "Fleetster" is an 8-place, single-engine, high speed, cabin, monoplane. It is powered with a Series "B" Pratt and Whitney Hornet engine rated at 575 horsepower at 1950 RPM.

Feature of Design

The feature of the design is the aluminum alloy monocoque fuselage. The overall shape is a perfect streamline and the exterior is smooth with the exception of an extruded moulding which borders each section of plate. The fuselage is practically circular in cross-section. The engine mount is made of aluminum alloy sheet and extruded members arranged in conical form and tying the mounting ring directly to the outside fuselage shell. The engine mount serves as the rearward boundary for the N.A.C.A. cowl. The engine, itself, is mounted in rubber so that practically no vibration is transmitted therefrom to the cabin structure. The N.A.C.A. cowling hood is built in three pieces so anchored to the structure that the entire cowl can be removed in less than five minutes.

Seating Arrangement

The seating arrangement consists of the regular pilot's seat and an auxiliary seat in the pilot's compartment. There are two seats in the main cabin, these seats face each other and each seat will accommodate three persons. The cabin is upholstered throughout with modernistic materials. All of the cushions are down-filled, the individual seat cushions being removable.

An alternate arrangement of the cabin consists of six individual seats, three on each side of the aisle, the door being moved aft of the rearmost seat.

Wing and Tail

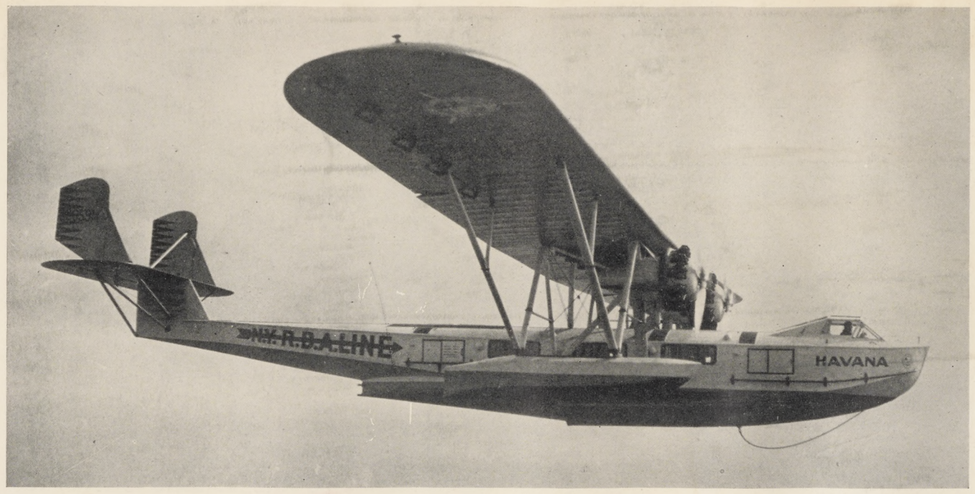
The "Fleetster" wing is built in one piece and is internally braced. The wing covering is laminated plywood. The large area Frise ailerons can be operated as flaps to reduce landing speed. The tail surfaces are constructed of aluminum alloy and covered with the same material. The fin is built integral with the fuselage and the stabilizer and elevator are braced thereto by a single streamline tube. The stabilizer is adjustable in flight through a range of plus or minus 3 degrees.

Performance

Horizontal speed at ground 175 m.p.h.
Climb in 10 min. full load 10,000 ft.
Cruising speed 150 m.p.h.

"Rolling down to Rio"—the Consolidated Commodore

The Sportsman Pilot - January 1930



Sportsman Pilot - Feb. 1930

Lower

A reduction of $1,000 in the price of the standard Kinner Fleet training plane is announced by the Consolidated Aircraft Corporation. The plane is now listed at $3,985, flyaway Buffalo. This is the second reduction made by the Fleet company in the past year and is in line with its general policy of bringing the sport plane within reach of the general buying public.

Toronto Evening Telegram 1/10/1930

Fort Erie Airplane Factory In Operation Before Spring

American Firm Hopes to Compete With Europe by Taking Advantage of Canada's Trade Treaties —Will Employ Canadians

Manufacture of airplanes on a large scale in Ontario is forecast with the announcement of the Consolidated Aircraft Corporation of Buffalo, N.Y., that their plant will be in operation at Fort Erie before spring, producing light "Fleet" training machines.

The plan of the Consolidated organization, makers of the giant Commodore flying boats on the Buenos Aires-New York airline, and of several smaller types of craft, not only provides for sale to the Canadian market, but also to Europe. By manufacturing in Canada and taking advantage of Canada's preferential trade treaties, the American airline firm, one of the largest in the United States, believe they can compete with British, German, French and Italian-made aircraft.

Interviewed last night in Toronto, Major J. R. Fleet, president of the Consolidated Aircraft Corporation, predicted early and large extension of American manufacturing organizations to Canada.

MASS PRODUCTION.

"American designed motor cars are manufactured extensively in Canada for the European market so why not airplanes? We can compete easily with Europe by mass production," said Major Fleet. "The United States is a high tariff country, Canada has preferential trade arrangements with the rest of the British Empire and with European and Asiatic countries. We are going to take advantage of that and, in turn, will be giving Canada a new and thriving industry, one that is destined to be, perhaps, the largest in the world."

The plan has been under advisement for some time and members of the consolidated organization are certain that other large manufacturers will turn to Canada in order to expand.

"The employes of the new plant will be almost entirely Canadians," stated Major Fleet. "We already have many Canadian and British workmen in our Buffalo plant amongst the skilled staff, especially."

The new plant will concentrate on the "Fleet," a light, two-cockpit training and sport biplane, for the first year or two of operation. Work is already proceeding on the firm's new flying field at Fort Erie, which is almost ready for use. It is the intention to start at once erecting the factory.

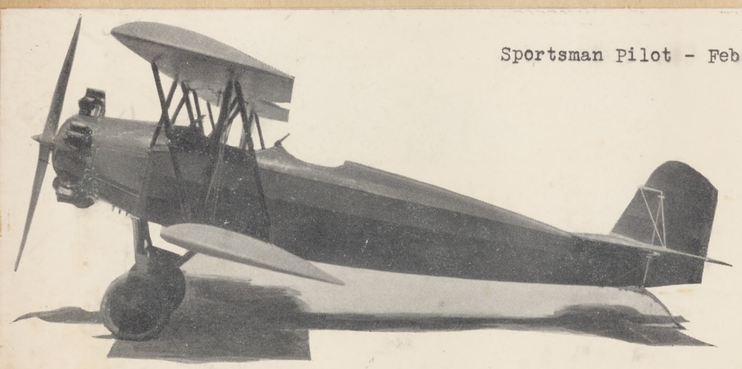
IMPORT MOTORS.

The "Fleet" will be assembled there, with the Kineer motor, with which the type is equipped, being imported from Buffalo, but the greater part of the balance of the craft's structure, being made on the Canadian side.

Jack Sanderson, Canadian war-flyer, and formerly instructor for the London (Ont.) Light Airplane Club, is Canadian representative for the Consolidated organization. He has demonstrated the machine at Leaside, Camp Borden and other Ontario and Quebec fields during the past three months.

The head of the firm, Major Fleet, is himself an active airman, and has flown much in Canada. He crashed near Aylmer, Ont., on a day during last summer, which happened to be "Friday, the Thirteenth," and his passenger, his secretary, was killed. He is still crippled from his injuries.

It is claimed by the manufacturers that the "Fleet" is the only machine, powered with one hundred "horses" or less, which can accomplish an outside loop. It is also claimed that safety and sturdiness are the outstanding features in the design of the new machine. It has a fuel capacity for nine hours' flight, flying 18 miles to a gallon. Two hundred of the same type are already in use as training and sport planes in the United States.



Sportsman Pilot - February 1930

FLEET:

Place:	2
Price:	$3,985.00
Power:	Kinner 100 H.P.
Speeds:	
High:	110 M.P.H.
Cruising:	95 M.P.H.
Landing:	37 M.P.H.
Range:	400 miles
Normal fuel consumption:	6 gallons per hour

R. W. FULTON, formerly director of sales of Colonial Flying Service, has been named general sales manager of Consolidated Aircraft Corporation of Buffalo. Pacific Flyer February

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Aeronautical World February, 1930.

Cuban Government Places Plane Order

The Consolidated Aircraft Corporation of Buffalo has received orders from the Cuban National Government for the purchase of two Consolidated Husky training planes and a quantity of spare parts totalling approximately $23,000. Delivery will be made within thirty days.

Fleet and Husky training planes of the Consolidated company have been sold to a number of foreign governments during the past year including Siam, Argenia, Mexico and Peru.

Fleet Reduced $1000

Aeronautical World February 1930

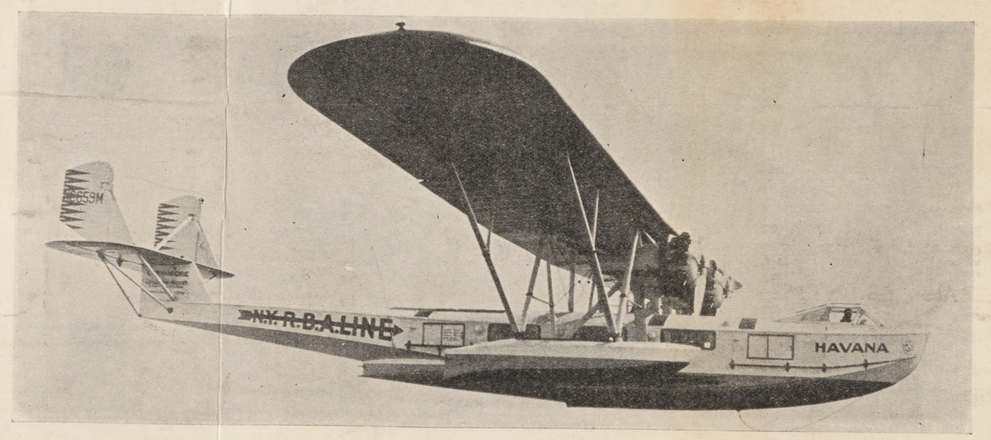
A reduction of $1,000 in the price of the standard Kinner Fleet training plane is announced by the Consolidated Aircraft Corporation. The plane is now listed at $3,985 flyaway Buffalo.

This is the second reduction made by the Fleet company within the past year and is in line with its policy of bringing the sport plane within reach of the general buying public.

AVIATION

EARLY in June Buffalo was again privileged to view one of the largest flying boats in the world and the greatest built in this country — the Consolidated Commodore. With a capacity of 32 people, the giant craft compares favorably with even the greatest of the world's landplanes. It is powered by two Hornet engines, and tests indicate that it can fly with a full load on one alone.

The latest Commodore, the Miami, is more spacious than its predecessors and will be one of the most luxurious ships on the New York, Rio and Buenos Aires Line. Consolidated Aircraft has orders on hand for several more of these ships which will also be used in the South American service.



CONSOLIDATED COMMODORE, 32-PASSENGER FLYING BOAT, IN FLIGHT

Torrid Blast Blocks Fliers

Foils Sunday Program for Circus at County Airport

A 36-mile gale, accompanied by a temperature of 104 degrees whipped the county airport into a seething caldron Sunday afternoon and thwarted efforts of Milwaukee fliers to stage an air circus for 3,000 spectators. All but two events were canceled.

The wind bore down upon the field in great jerking gusts. It picked up heat that sizzled from the huge concrete apron and forced the onlookers to retreat first to refreshment stands, then to their cars and finally away from the airport, looking for relief. It twirled dust and cinders into blinding clouds.

Three Fliers Try Stunts

Three fliers—Elmer (Buck) Leighton, Albert Malcik and Carl Martin—tried to execute a series of acrobatics. They did the best they could but that was not enough to satisfy either themselves or the spectators.

The fliers complained that the gale buffeted their ships about until it was far too dangerous to do anything but simple maneuvers at slow speed. They declared that the higher they went the stiffer the wind became and the more treacherous were conditions.

Leighton reported that the air was so light that he was constantly forced to climb to maintain any safe altitude for stunting.

Seem to Stand Still

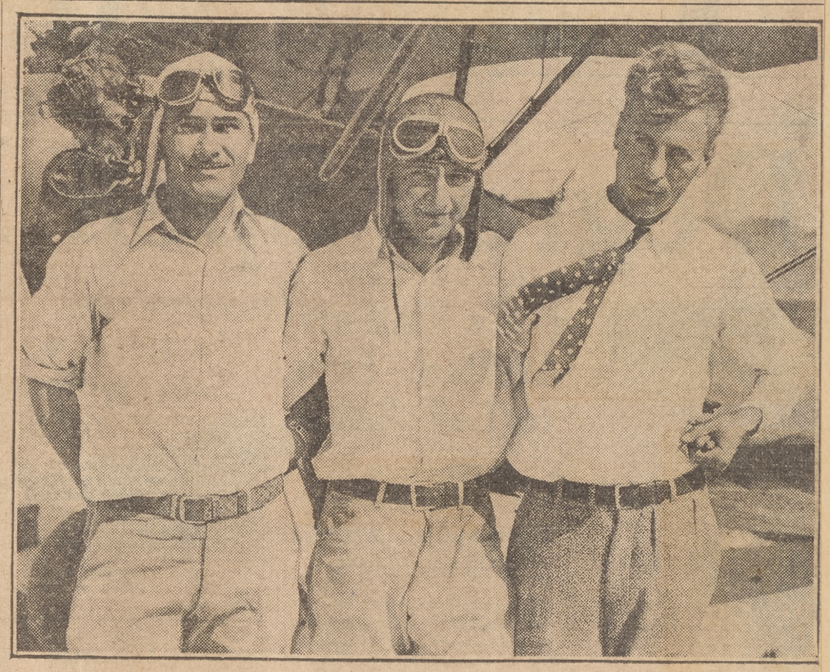
When the fliers took off the wind helped to lift them off with a short run and after they were in the air it held them back so that they were moving only at half speed and sometimes appeared to stand still.

The three pilots managed to execute inside loops, barrel rolls, whip stalls, an inverted loop or two, a few wingovers and they flew on their backs, but they refrained from more dangerous stunts such as tailspins. Leighton and Martin put on a dog fight, chasing each other about the skies, but they were careful not to get too close.

Cancel Student Events

A number of student events had been carded but they were called off as perilous. A parachute jump was abandoned for the same reason. A. J. McKenna went up 5,000 feet to let go of the controls and type a letter, but it was so rough that all he could do in a half hour was to address an envelope to President Hoover.

Midwest Airways, Weeks Aircraft corporation and Westfahl Airways booked the show with the help of Maj. Stanley E. Piasecki, airport manager. They announced the full program will be put on next Sunday, weather conditions permitting.



—Journal Staff Photo

Stunt in Gale and Heat

These three fliers Sunday afternoon stunted over the the county airport in the face of a 36-mile gale and a temperature that was above 120 degrees in their cockpits. They are (left to right) Elmer (Buck) Leighton, Carl Martin and Albert Malvick. The program was canceled except for two events because of the dangerous condition of the air.

El Biplano Fleet

Sus Caracteristicas

L biplano Fleet es construído por la Consolidated Aircraft Corporation de Buffalo para la Fleet Aircraft Inc.

Es biplaza, asientos en tandem para motores de 60 a 150 caballos enfriados por tire. Primiitvamente fué concebido para motores radiales de 7 cilindros del tipo Warner Scarab que desarrollan 110 caballos a 1.850 revoluciones por minuto, pero últimamente le fué aplicado el cinco cilindros en estrella Kinner K. 5 que desarrolla una potencia de 100 caballos a igual número de revoluciones.

El Scarab se monta en el Fleet modelo 1 y el Kinner en el 2. Este modelo tiene una velocidad máxima al nivel del suelo de 113.5 millas por hora a 1.900 revoluciones por minuto, y una mínima de 40, siendo su velocidad ascensional con plena carga de 930 pies por minuto. El modelo 1 tiene una velocidad máxima de 111 milas por hora. Su peso vacío con hélice de madera y sin arranque es de 976 libras, pudiendo llevar una carga de 554. En cuanto al modelo 2, vacío con hélice de metal y arranque de aire comprimido, es de 1.022 libras, cargando 560.

Los planos. — Las alas son rectangulares. El plano inferior tiene un ángulo dihedro de 4 grados y el superior está colocado a nivel. La célula comprende un solo plano superior y dos inferiores. El superior tiene un corte que permite mayor visibilidad y facilidad para salir del asiento con paracaídas.

El plano superior tiene un superficie portante de 99 pies 7 pulgadas cuadradas, y los planos inferiores, cada uno, 47 pies 35 pulgadas cuadradas.

El perfil de ala es del tipo Clark "Y" que permite un aumento del 15 por ciento del rendimiento. El ala está construída de madera spruce y pino Oregón y las costillas en duraluminio estampado en caliente de 4/10 de milímetro de espesor. Cada costilla pesa aproximadamente 141 gramos 5. Entre estas costillas, otras son colocadas de diferentes curvaturas.

Todo el plano es recubierto en tela barnizada.

Fuselage. — Está construído en tubos de acero forjado

En su parte delantera se monta el motor en tres puntos.

El tren de aterrizaje tiene un eje dividido. Un par de amortiguadores de aceite permite un desplazamiento de las ruedas de 7 pulgadas.

El patín de cola también es de acero, con amortiguador de aceite.

Los estabilizadores son ajustables en pleno vuelo.

Combustible. — En el ala superior se encuentra un depósito para la gasolina con capacidad para 24 galones.

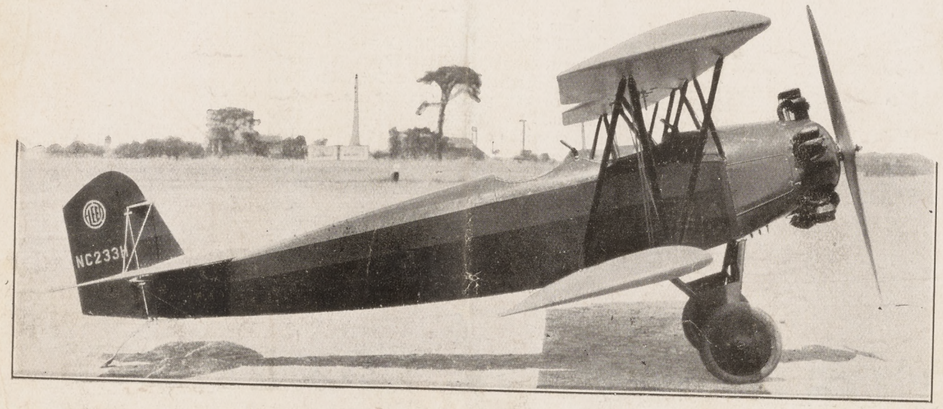
Actúa por gravedad y puede ser desagotado en cualquier posición de vuelo.

El tanque de aceite se halla separado del motor por una pared. La capacidad normal del tanque es de 2 galones.

Características principales

Envergadura	9.20 metros
Longitud	6.80 „
Altura	2.60 „
Superficie flotante	18.75 „
Peso vacío	443 kilogs.
Peso útil	294 „
Peso total	737 „
Peso por C. F.	8.71 „
Peso por metro²	40.50 „
Velocidad máxima	177 k p. h.
Velocidad de crucero	145 „
Velocidad mínima	56 „
Radio de acción	580 kilóms.
Autonomía	4 horas
Plafond	4.875 metros
Desplazamiento	114 m/m.
Incidencia	0°
Diedro	4°

(Continúa en la pág. 20).



LA AVIACION EN EL CENTENARIO DEL URUGUAY.

(Continuación de la pág. 19).

con aviación, homenaje a los aviadores nacionales fallecidos, prueba nacional de patrullas para aviadores militares y navales Copa "Centenario" (premio donado por el Ministerio de Guerra y Marina); prueba de transporte y entrega de correspondencia, para aviadores civiles (premio donado por la Dirección de Correos; prueba de acrobacia "Capitán Boiso Lanza" para aviadores civiles, militares y navales (premio en metálico y medallas); prueba de parejas debiendo llevar el piloto como pasajero una señora; verbena de los aviadores, fiesta característica a realizarse en el aerodromo de la Escuela Militar de Aviación, etc.

Comisiones de organización

El Círculo de la Prensa de Montevideo y Centro Nacional de Aviación, designaron a los señores Manuel Oribe y capitán de navío José Aguiar para integrar la Comisión de organización.

Para la Comisión del Congreso fueron designados: doctores Francisco Ghigliani, Carlos Quijano, Juan José Campisteguy, Alberto Domínguez Campora; capitán de fragata Carlos Carbajal; mayor Tiddeo Larre Borges y señor Adolfo Agorio.

Para la Organización de Fiestas: doctores Enrique Cornú, Félix Polleri; teniente coronel, Cesareo Berisso; capitán de navío, José Aguiar; señores Manuel Oribe Coronel, Enrique Andreoli y Lorenzo Torres Cladera.

Para el concurso literario: doctores Juan Zorrilla de San Martín, Carlos María Prando, coronel Julio A. Roletti y señor Daniel Martínez Vigil.

El capitán de fragata Atilio Frigerio, autor del proyecto, es una de las figuras más destacadas de la aeronáutica del vecino país. Cursó sus estudios de electricidad y mecánica en Nápoles, obteniendo en la aviación militar italiana sus despachos correspondientes de aviador. En diversas ocasiones le fueron confiados difíciles misiones por orden del gobierno relacionados con la aeronáutica mereciendo sus trabajos elogiosos comentarios. Además es profesor de aviación en la Escuela Naval y dicta otras asignaturas en la Escuela Militar y de Ingenieros.

Actualmente desempeña el cargo de Jefe del Servicio Aeronáutico de la Armada.

EL BIPLANO FLEET.

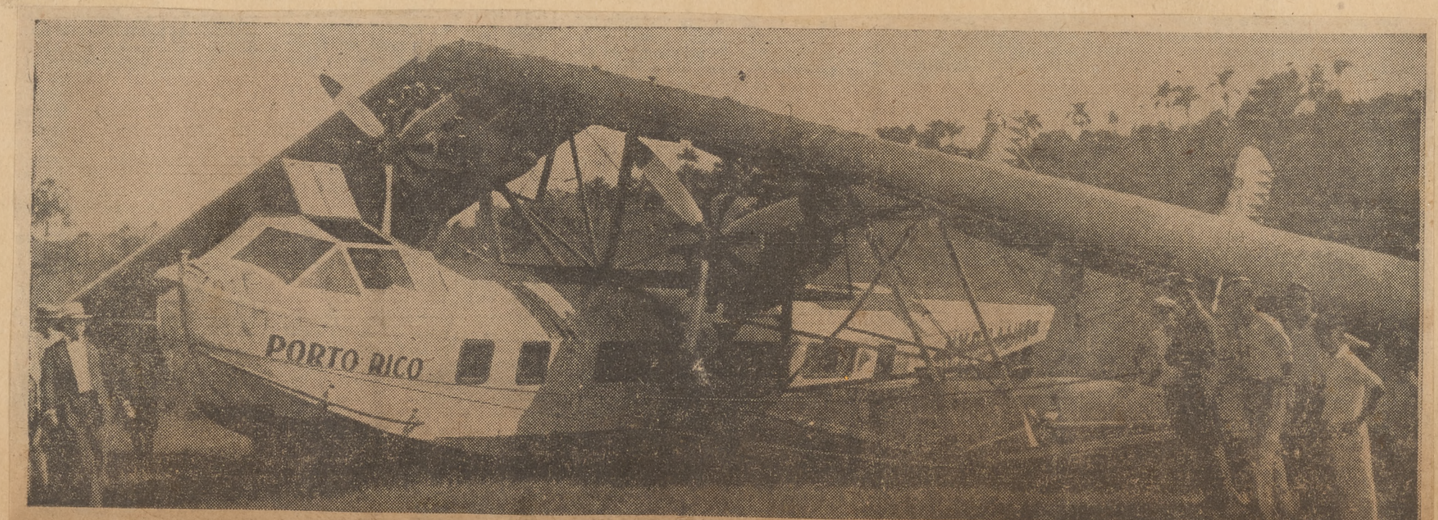
(Continuación de la pág. 16).

Motor Kinner K. 5

Potencia	113 C.F.
Número de cilindros	5
Disposición	En estrella
Peso	127 kilogs.
Peso por C. F.	1.100 „
Consumo aceite	1.36 por hora
Consumo nafta	31.74 „
Encendido	2 magn. Scintilla

Motor Warner Scarab

Potencia	110 C.F.
Número de cilindros	7
Disposición	En estrella
Peso	122 kilogs.
Peso por C. F.	1.10 „
Cilindrada	6.90 litros
Encendido	2 magn. Scintilla



Aspectos del hidroavión Porto Rico, que aterrizó forzosamente en la finca Pastrana, del Calvario, sufriendo considerables desperfectos, esta tarde.

The Porto Rico was forced to land because of engine trouble when it was fully loaded including 15 passengers. The plane made a 180° turn on the ground just before coming to a stop. None of the passengers or crew were injured in any way. Radio communication was maintained through the entire landing and two way conversation established thereafter. In addition to the damage shown in the picture I understand the step was also damaged.

Lawrence D. Bell

Specifications and Performance of the Commodore Flying Boat

Built By the Consolidated Aircraft Corporation of Buffalo, the First Twelve to Be Used By the New York-Rio-Buenos Aires Line

The Consolidated Commodore is a twin-engined, twenty passenger flying boat, powered with Pratt and Whitney series "B" hornet engines.

Passenger Arrangement

The two compartments forward of the step provide for the accommodation of sixteen passengers, eight in each. The comfortable seats are arranged in facing pairs on either side of the aisle. The compartment aft of the steps is provided with two single seats and two day beds, one set on either side of the aisle.

Each of the three compartments is provided with sockets to anchor removable tables and to provide support of ash trays. Two tables of folding type are provided for each plane. All seats are removable and the side adjacent to the aisle let down so hand luggage can be stowed underneath.

A lavatory is provided forward of the passenger compartments.

Crew

Seats and controls are provided for pilot and auxiliary pilot, and additional seat for the radio operator.

Mail and Baggage

The forward mail or baggage compartment has a capacity of 75 cubic feet; the two after compartments have a combined capacity of 125 cubic feet. The total weight of mail which can be carried is 4,000 pounds.

Weights

Weight empty ..... lbs.	9,700
Useful load .....lbs.	7.900
Gross weight .....lbs.	17,600

The useful load consists of fuel, oil, radio, crew, passengers and mail or baggage.

Performance

With the above load the first Commodore completed had the following performance:

Top speed on the water, miles per hour	118
Time of takeoff, still air.....seconds	55

The airplane proved capable of maintaining level flight with one engine out.

Power Plant

The planes are powered with twin Pratt & Whitney hornet engines each delivering 575 h.p. at 1,950 revolutions per minute. The propellers are of the three-bladed metal type, approximately 9 feet 6 inches in diameter.

The exhaust manifolds conform to a design submitted by the New York, Rio & Buenos Aires Line. Each manifold has a hot-air stove and a control box, with the hot air control extending into the hull for heating purposes. The exhaust outlet is provided on the outboard side of the nacelle and is louvred to reduce the sound.

Fuel System

The main gas-line tanks are carried in the center section and have a total capacity of 650 gallons. They are provided with fuel quantity gauges. The fuel system controls are located in the pilot's cockpit.

A view showing the seating arrangement of the two main passenger compartments in the Consolidated Commodore flying boat. The seats are arranged in facing pairs on either side of the aisle, the two forward compartments caring for eight passengers each.

Lubrication System

The oil tanks have a capacity of 25 gallons each and are located in the centre section above the engine with the lower surface of each tank exposed to the slipstream. The tanks are provided with baffles which force the oil to pass over the cooling fins before returning to the engine.

Structure

The structure of the hull, floats, wings and empennage is of extruded dural shapes and dural sheet. The wing hull bracing is of dural tubular members, with the exception of the horizontal float struts, which are of heat-treated chrome steel.

The wing and empennage surfaces are covered with doped and painted fabric.

Watertight Doors

Two watertight doors which can be quickly adjusted to any opening into or between compartments are provided for each airplane. They can be placed in thirty seconds.

Pilot's Cockpit

The flight controls consist of a control column of the hinge type which can be used by either the pilot or auxiliary pilot, and an additional control wheel to permit conversion of the swing-over control to a Y-type, suitable for training purposes. The pilot's cockpit is provided with an aluminum map case. The seats are adjustable on the ground for both tilt and height and are provided with bottom and back cushions.

Instrument Board

The following instruments are placed in the pilot's compartment:

1 compass
2 tachometers
1 rate-of-climb indicator
1 turn indicator
1 airspeed indicator
1 altimeter
2 gasoline pressure gauges
2 oil pressure gauges
2 oil thermometers
1 clock
1 rheostat for controlling instrument board lights

The following are mounted in the forward passenger compartment:

1 airspeed indicator
1 altimeter
1 clock

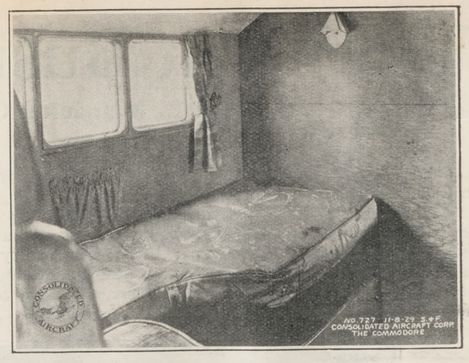
Electrical System

The port engine carries a 50-ampere generator. An 80-ampere-hour Willard battery is installed in the radio compartment with connections to provide current through concealed wiring for cabin lights, navigation lights, etc. There is a voltage regulator in the radio compartment.

Provision is made for mounting landing lights in the leading edge of the wing.

Handling Truck

Each airplane is provided with a handling truck to be used when the plane is on land for overhauling. The truck mounts two 44 inch x 10 inch wheels forward, and one tail wheel.



A view of the "salon de Luxe." This compartment is provided with two single seats and two day beds, one set on either side of the aisle. The upholstering, draperies and wall covering are modern in design.

Airway Age - February 1930

R. W. Fulton, formerly director of sales of the Colonial Flying Servive, Buffalo, N. Y., has been appointed general sales manager of the Consolidated Aircraft Corporation of Buffalo.

Airway Age-February 1930-

The Consolidated Aircraft Corporation, Buffalo, N. Y., is to open a factory branch for the production of *Fleet* training planes in Toronto this spring. Sales are expected to be made in Canada and Europe from there.

Aviation - 2/5/1930.

Consolidated Aircraft Co. now has its factory and equipment opposite Buffalo on the Canadian side ready and will begin manufacture of planes, both for the Canadian market and for export.

Aircraft Age — February 1930

Second Price Reduction Made By Fleet Corp.

A reduction of $1,000 in the price of the standard Kinner Fleet training plane is announced by the Consolidated Aircraft Corporation. The plane is now listed at $3,985 flyaway Buffalo.

This is the second reduction made by the Fleet company within the past year and is in line with its policy of bringing the sport plane within reach of the general buying public.

MISS VON ...INS AIRPLANE COMPANY

Detroit News - 2/2/1930

Will Demonstrate Machines in Michigan.

Miss Mary Elisabeth Von Mach, who was Detroit's only contestant in the women's transcontinental air derby last year, is to head a new sales division of the Airplane Sales Co. of Michigan, Gene Searle, manager of the firm, announced Saturday.

Miss Von Mach.

Miss Von Mach plans to make regular flying tours of the state demonstrating planes for the company and will make headquarters at the company's offices in Dearborn.

Coincident with the announcement of Miss Von Mach's affiliation Searle announced a price reduction on the Fleet biplane, one of the company's chief products. The price has been reduced from $4.985 to $3,985 for the plane powered by a Kinner engine.

The Fleet is a two-place training and sport plane manufactured by Consolidated Aircraft, Inc., of Buffalo, N. Y.

Consolidated Opens Assembly Plant at Langley 2/15/1930 Southern Aviation

Establishment of an assembly plant at Langley Field, Virginia, for Commodore flying boats is announced by Ray P. Whitman, assistant general manager of Consolidated Aircraft Corporation, Buffalo.

A part of one of the large army seaplane hangars at Langley Field has been leased by the Consolidated company and the fourth of the twelve Commodores being manufactured for the New York, Rio & Buenos Aires Line is now being assembled in this hangar, where water and weather conditions are said to be ideal. A staff of eighteen men, including a chief company inspector, are now stationed at the new plant and this staff will be increased as additional Commodores are sent there from Buffalo.

Fleetster is Newest Product of Consolidated Corpn. 2/15/1930 Southern Aviation

The Consolidated Fleetster is one of the latest products of the Consolidated Aircraft Corporation of Buffalo. It is an 8-place cabin plane with aluminum alloy monocoque fuselage. The wing is of the full cantilever type. The tail wheel is built into the fuselage. The N. A. C. A. engine cowling, built in three pieces, is used.

The seating arrangement consists of the regular pilot's seat and an auxiliary seat in the pilot's compartment. There are two seats in the main cabin. The cabin is upholstered throughout with modernistic materials.

Southern Aviation - 1/15/1930

Leigh Wade Goes to South America

Lieut. Leigh Wade, army round-the-world flyer and chief test pilot of the Consolidated Aircraft Corporation of Buffalo, is en route to South America in the interest of that company. Lieut. Wade sailed the latter part of November and expects to spend most of the winter and spring in South America.

He will direct the sales work in that country of the Fleet and Husky training planes manufactured by the Consolidated company, as well as the larger passenger carriers such as the Commodore.

During the past year the Consolidated Aircraft Corporation has sold many planes in South America.

R. W. Fulton Joins Consolidated Southern Aviation - 2/15/1930

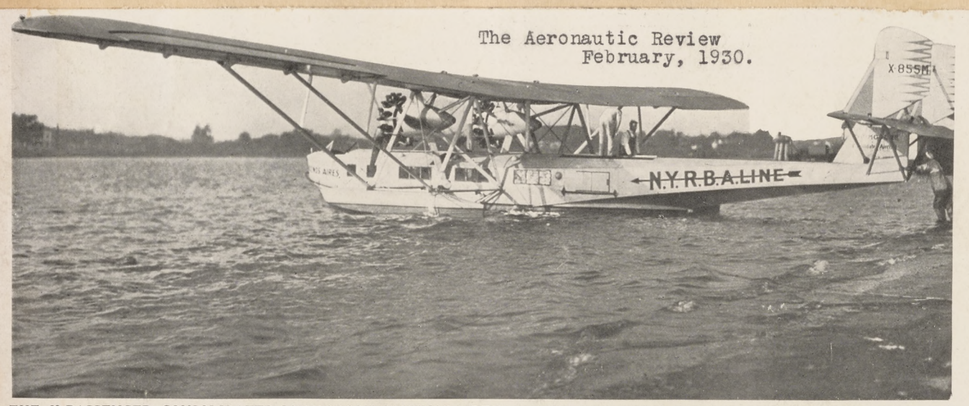
Announcement is made by the Consolidated Aircraft Corporation of Buffalo of the appointment of R. W. Fulton, formerly director of sales of the Colonial Flying Service, to be general sales manager. Before going

R. W. Fulton

with the Colonial system in the spring of 1929, Mr. Fulton was associated with the Tide Water Oil Company, first as chief engineer and later as manager of the aviation division whch he organized. He has been closely associated with the industry for the past twelve years, having received his training during the war at Ellington Field, Houston, Texas. He later served oversees with the 20th Aero Squadron, A. E. F.

BOUND FOR SOUTH AMERICA

Giant yacht on wings speeding out over New York Harbor en route to South America. This ship, the "Havana," is the third in a fleet of twelve built for the New York, Rio and Buenos Aires line. Travel is cut from twenty days to seven between New York and Argentina by this line which is the world's longest, stretching 9,000 miles through fifteen countries. Today more than 14,000 miles of air routes are already in operation between Latin-American republics.



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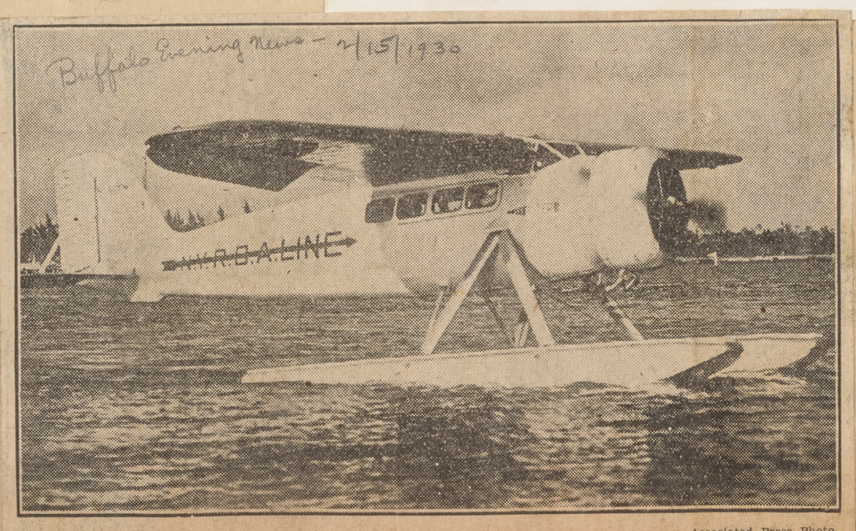

—Associated Press Photo.

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BROWNBACK – TIGER – C-400

LIGHT MANUFACTURING & FOUNDRY CO. POTTSTOWN, PA.

ANNOUNCEMENT

REDUCTION IN LIST PRICE

~~$1840=~~ to $1495=

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH

Official No. 33

Approved Type Certificate
Engine

This certifies that the BROWNBACK MOTOR LABORATORIES, INCORPORATED is entitled to the benefits granted by law in the production of engines manufactured in quantities of an exact similarity of type, structure, materials, assembly, and workmanship with the authenticated specifications, description, and drawings on file in the office of the Secretary of Commerce, duplicates of which, each bearing the seal of the Department, are attached hereto and made a part hereof.

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and is approved for a power rating of 90 H. P. at 1700 R. P. M.

Dated NOVEMBER 16, 1929

Assistant Secretary of Commerce for Aeronautics

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — A. C. WILLEVER, FIRST VICE-PRESIDENT

Form 1206-A

COPY

Buffalo New York
October 30, 1929

BROWNBACK MOTOR LABORATORIES INC.
QUEEN STREET,
POTTSTOWN, PENNSYLVANIA.

rcd. Pottstown by Miss Denn 3:00 p.m.

REFERENCE OUR DELIVERY TO YOU OF OUR FLEET TRAINING PLANE EQUIPPED WITH BROWNBACK ENGINE WE ADVISE THAT YOUR ENGINE LIVED UP TO EXPECTATIONS IN EVERY WAY. OUR PILOTS ADVISE THE ENGINE STARTS AND IDLES SATISFACTORILY, ACCELERATES RAPIDLY AND AT ALL SPEEDS IS NOTICEABLY SMOOTH AND FREE FROM VIBRATION. WE CONGRATULATE YOU UPON A NOTEWORTHY ADDITION TO THE LIGHT ENGINE CLASS.

FLEET AIRCRAFT INC.

RESULTS OF TESTS

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Has any other engine equaled the combined results of these two tests?

TRENTON STATE GAZETTE, TRENTON, N. J.,

Feb 19, 1930.

Airplane Among Attractions at Trenton Auto Show

This is a view of the two-seater "Fleet" sports plane now on exhibit at the Automobile Show at the Armory. The ship is the property of W. S. Johnson, who flew it down from Buffalo. First placed on view yesterday, it attracted considerable attention from the crowds looking over the new motors. Mr. Johnson, who received his flying instruction at the Brooks Field Army School, San Antonio, Texas, will act as local distributor for this model. Besides the craft shown above, which is for his own use, he has ordered two others of the same type. This design is particularly favored by the United States Air Forces, about $5,000,000 having been expended by the Army and Navy for their purchase.

Aeronautical World - February 1930

$2,300,000 Air Fleet for New Line

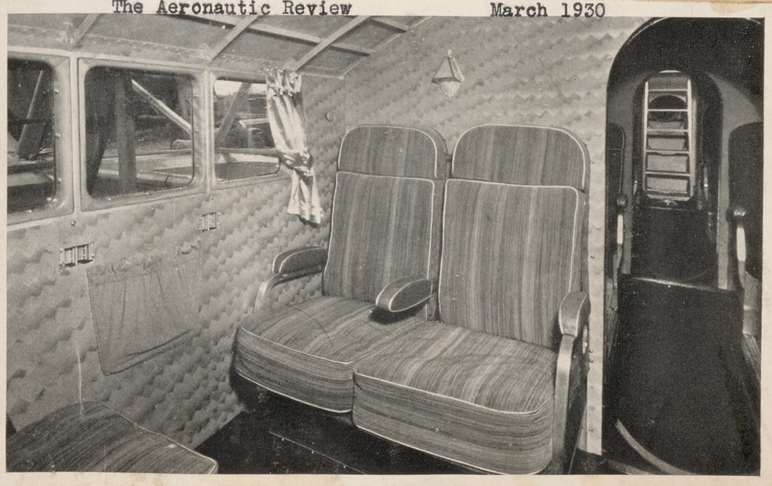
Completing the largest fleet of flying boats and amphibians operated by any airline in the world, William P. MacCracken, Jr., formerly Department of Commerce Air Chief, Chairman of New York Rio & Buenos Aires Line, Inc., added final orders for flying equipment that will place an air fleet of 27 multi-motored transport planes in operation over the 9000 mile route between New York and Buenos Aires.

The planes, on which the company is investing in excess of $2,315,000, call for a major fleet of 14 giant 20-passenger flying boats, adapted from designs of the Navy's PY1 boat, by the Consolidated Aircraft Company, in conjunction with NYRBA engineers, especially for South American service and are the largest aircraft operated on any commercial line in the world. Constructed at a cost of $100,000 each, the big boats are powered by twin Hornet motors, aggregating 1150 horsepower, provide luxurious accommodations for 20 passengers and crew, are completely radio equipped and have a high speed of 135 miles per hour.

Representing this country's first major commercial seaplane operation, these boats were adapted for service over the 9000 mile coastal route along the Atlantic Seaboards of North and South America, where the major centers of industry and commerce of both continents are located.

To be used for "Express" service over the seven main divisions between Argentina and the United States, the flying boats will be backed up with a fleet of 9 twin-motored Sikorsky amphibians. Over the 2000 mile network of airways now operated by the company between Argentina, Uruguay, Bolivia and over the Trans-Andean airline to Santiago, Chile, a fleet of four tri-motored 14-passenger Ford transports are in regular operation in addition to a fleet of amphibians on the water routes between Buenos Aires and Montevideo.

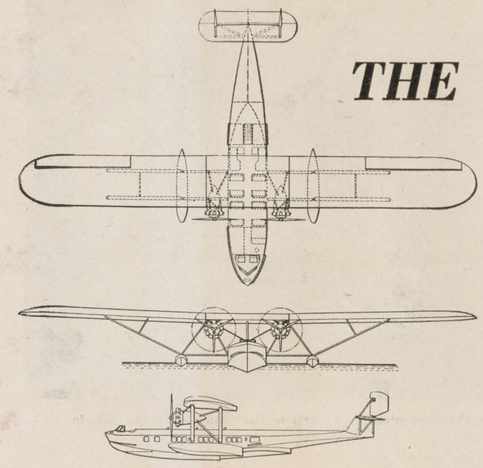
The Aeronautic Review March 1930



CABINS DECORATED IN TROPIC COLORS

An indication of the increasing luxury of air transport travel is shown in this interior of one of the de luxe cabins of America's giant twenty-passenger flying boat, the largest yet built in this country, for the New York, Rio and Buenos Aires service. The cabin decorations are carried out in color schemes characteristic of the countries over which the ship will fly. Cabins are nearly nine feet square with six-foot ceilings and are commodious enough to permit easy going about from one part of the cabin to another.

Reprinted from AVIATION, January 11, 1930



THE CONSOLIDATED "Commodore" FLYING BOAT

A Description of the Commercial Adaptation of the Navy XPY-1

By Leslie E. Neville
Technical Editor of Aviation

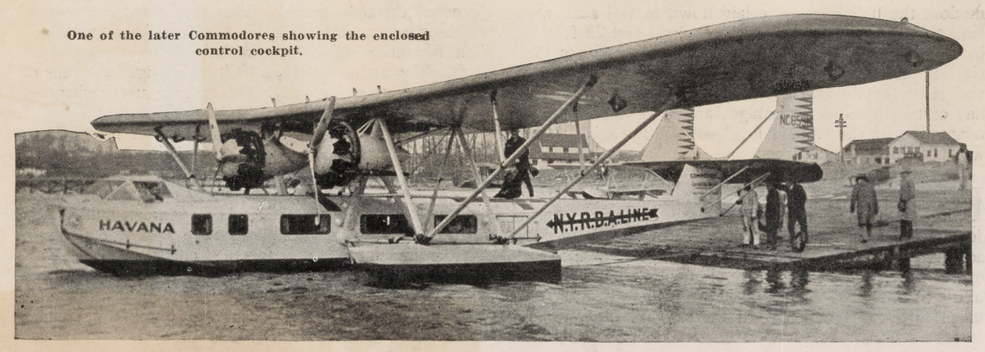
THE CONSOLIDATED COMMODORE, Model 16, largest commercial flying boat to be built in numbers in the United States, is now under production at the plant of the Consolidated Aircraft Corporation, Buffalo, N. Y. A production unit of twelve of these craft is now under way to fill an order of the New York Rio and Buenos Aires Line, Inc., which is now operating on regular schedule between South American ports and is planning to extend its service to New York. Several of the Commodores have been delivered and are now in South American service.

The Commodore is a central hull, monoplane flying boat powered with two Pratt & Whitney Hornet engines rated 575 hp. at 1,950 r.p.m. The craft has a wing span of 100 ft., a length of 61 ft. 9 in. and a height on handling gear of 16 ft. Its weight empty is 9,785 lb. and its gross weight 17,600 lb.

IN DESIGN the Commodore is the commercial adaptation of the XPY-1 Navy patrol boat built by Consolidated under a contract awarded as a result of a design competition. It was designed by I. M. Laddon, assisted by Frederic Flader and J. L. McClane. Hull lines were developed for the original flying boat by Captain Holden C. Richardson of the Bureau of Aeronautics, Navy Department.

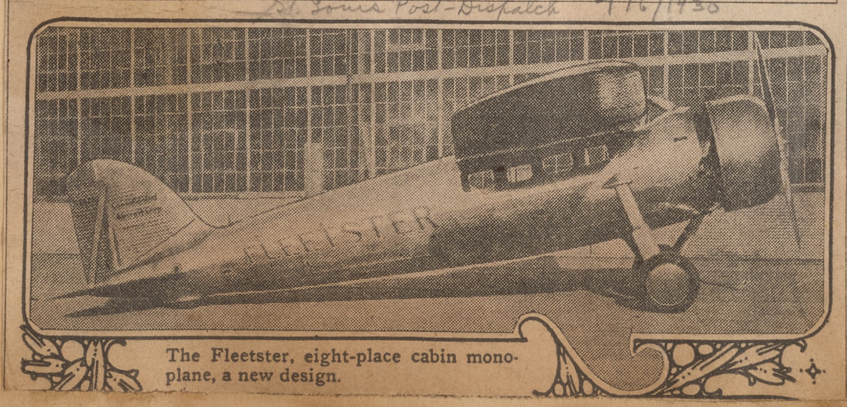
Wind tunnel tests of a model of a the consolidated XPY-1 showed a maximum L/D ratio of 11.4. The

One of the later Commodores showing the enclosed control cockpit.



Biplane and Monoplane of Newest Lines

St. Louis Post-Dispatch 4/16/1930



The Fleetster, eight-place cabin monoplane, a new design.

BOUND FOR SOUTH AMERICA

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Dated NOVEMBER 16, 1929

Clarence M. Young
Assistant Secretary of Commerce for Aeronautics

CLASS OF SERVICE DESIRED: TELEGRAM, DAY LETTER, NIGHT MESSAGE, NIGHT LETTER; FULL RATE, DEFERRED, CABLE, NIGHT LETTER, WEEK-END LETTER

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

Form 1206-A — NO. — CASH OR CHG. — CHECK — TIME FILED

COPY

Buffalo New York
October 30, 1929

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QUEEN STREET,
POTTSTOWN, PENNSYLVANIA.

rcd. Pottstown by Miss Denn 3:00 P.M.

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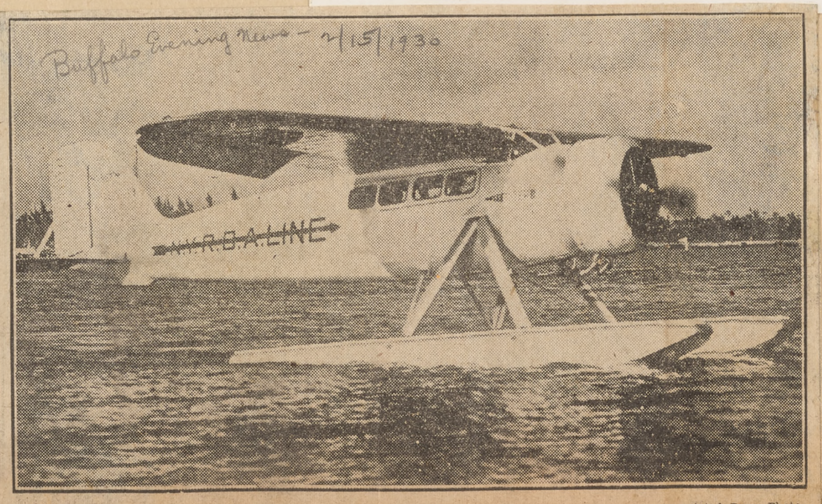
Buffalo Evening News – 2/15/1930



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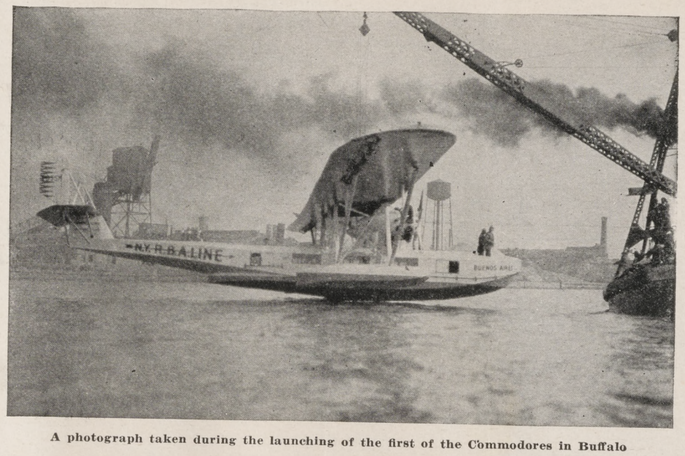
advisability of moving the engines to a point above the wing was considered at this time and the model was modified with this idea in mind. Tests of the modified model showed that the maximum L/D value was reduced to 7.5 by this change and the drag at all angles of attack was increased to a prohibitive extent. The L/D ratio of the original model is attributed to the high aspect ratio (8.9) monoplane wing and to the general cleanness of design. Placing the power plants above the wing was abandoned also because it was believed that it would result in an increased landing speed due to the fact that the propeller disk areas would block off a relatively important percentage of the air reaching the wing when the engines were throttled.



A photograph taken during the launching of the first of the Commodores in Buffalo

Model basin tests of the Admiral or XPY-1 indicate a peak requiring maximum power at 33 per cent of the getaway speed or approximately 20 mi. per hour. In actual tests this peak is not apparent, acceleration being uniform and rapid until take off. With a gross weight of 13,600 lb. the XPY-1 takes off in 31 sec. in still air and under the same conditions with the gross weight increased to 16,000 lb. the craft requires 45 sec. to take off. Commodore performance is on this basis.

Practically all of the aerodynamic features of the XPY-1 are retained in the Commodore, the modifications being mainly structural. A crown deck has been substituted for the cylindrical deck of the patrol boat to provide additional headroom for passengers and sufficient height for the possible installation of sleeping berths.

The monoplane wing is of constant chord, this value being 11 ft. 6 in. throughout the span. A Gottingen 398 airfoil section is employed, affording a good combination of maximum L/D ratio and spar depth for such a long span. Ailerons are of a balanced type and have a total area aft of the hinge of 110 sq.ft. The 1,110 sq.ft. of wing area is so distributed that 207 sq.ft. constitute the center section and the remainder the two wing panels. The angle of incidence is + 4 deg., while the dihedral angle is 2 deg.

In order to facilitate manufacture of the first Commodore the hull lines were laid down to full scale on a smoothly finished floor board 75 ft. long and 25 ft. wide in the engineering department. From this layout, full size templates were made of all of the necessary sections and sent directly into the shop for use. This practice has certain obvious advantages and it is apparently an adaptation of the "mould loft" used in the construction work of ship building firms.

PROBABLY the outstanding features in the construction of the Commodore are the extensive use of forgings and the open sections used in the structure, the advantages of open section construction being accessibility of members for riveting and elimination of the possibility of internal corrosion. Particular care has been taken to avoid hammering of the skin, the only important irregular shape being found at the nose. Forming of this member is done on a Pettingill No. 2 hammering machine. Small parts are hand hammered. It is noteworthy that a maximum of athwart-ship bracing is employed in the structure and a large proportion of the weight of the floor system is carried by longitudinal members which also contribute to the general strength of the hull.

WITH THE EXCEPTION of the fabric covering the wing of the Commodore is built entirely of metal, Aluminum Company of America designation 17ST alloy being used. Spars are of the Warren truss type having extruded bulb T sections for the flanges and back to back channels for the web members. These members are separated at the center by spacers. The flanges both top and bottom are joined by lighter aluminum alloy extruded trusses which act as drag truss compression members. Double drag bracing is used with one pair of wires in the plane of the upper flange and one in the plane of the lower. The T section flanges are finished with a cover plate of extruded aluminum alloy.

Ribs are also of Warren truss type formed from strip stock rolled to channel section. Connection between the flange and web members is made by means of a small + shaped aluminum alloy forging, fitting inside of the channels and providing anchorage points for four 1-in. diameter through rivets. The ribs thus constructed weighing approximately 2 lb. each and under low and high incidence static tests withstood substantial overloads. The main beams are built up on jigs by means of squeeze riveting. Hand squeezers are used whenever possible in final assembly.

One fuel tank, 315 gal. capacity, is set between the spars in each of two compartments of the center section. Oil tanks, each having 25 gal. capacity, are placed in each end of this section. The drag truss is made up of top and bottom chord members of extruded bulb T section, while the web members are extruded bulb angle sections in Warren truss form. Center section ribs are standard. This structure is protected by red oxide and zinc chromate of Navy department specification, while the final finish is lacquer or aluminum enamel.

Fittings are of chrome molybdenum steel and all sheet metal of this specification used in fittings is heat treated to 125,000 lb. per sq.in. TS after welding. Following the heat treating cadmium plating is applied.

External bracing of the wings consists of streamline aluminum alloy tubing. The forward outboard strut is drawn from a 5 in. OD aluminum alloy tube of 0.134 in. gauge material. It is said to be the largest member of this type thus far used in aircraft production. Two other special sizes of streamline tubing are employed, both being drawn from 4 in. OD aluminum alloy tube of 0.148 and 0.09 in. gauge respectively. In addition to these three sizes, two Aluminum Company standard sizes of streamline tubing are used.

THE HULL, under present production methods, is built in inverted form. Bulkheads are set in place in jigs and all of the structural members of the bottom are put in place in this position. After the bottom plating has been applied, the hull is turned to normal position and the sides and upper structural members are added. This is followed by the application of the plating for the sides and the top. Bulkheads of 0.030 plate are provided at appropriate intervals, the sheet material being bordered by extruded bulb angle section aluminum alloy. Extruded longitudinal stringers of bulb angle section are riveted to the deck and bottom plating on approximately 7-in. centers throughout the deck area and much closer than this along the bottom. These longitudinal stringers are supported in turn by intermediate floor frames built up of extruded angle and channel section members in the form of a truss. These floor frames are supported at five points, the two chines, the two keelson plate girders and the central keel truss. The hull analysis was made in accordance with naval architectural methods basing external loads on three criteria:

1—Hogging condition with the crest of the wave amidships.
2—Sagging condition with the trough of the wave amidships.
3—Landing condition with the load concentrated on the bottom forward of the step.

These were the determining factors in the thickness of plating, spacing of longitudinal stringers, design of the floor frame trusses, the keelsons and the central keel truss.

In the forward portion of the hull there are four floor frames between each set of bulkheads. These floor frames are formed and assembled in jigs. They are made up of extruded bulb angle section members with two main trusses at the bottom. Plate girders are set 11 in. on each side of the center. The skin or plating is applied with splices staggered and is made water tight by the application of cotton tape, soap and soya bean compound.

In the process of fabrication the skin is held in place by small L-hooks and wedge shape blocks, making it possible to drill the plating and structural members at the same time. The blocks are easily removable for riveting the skin to the structure. Following the completion of the bottom plating the completed hull is turned over as previously mentioned and at this point it is filled with water approximately to the lower chine as a test for water tightness.

The watertight splices in the plating are made up of a double row of staggered rivets. All contacting surfaces are coated with varnish and assembled while the varnish is still wet.

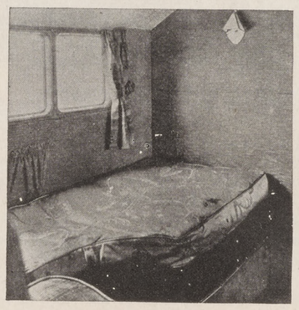
No break is made in the structure to provide for the step, this unit being built up by a V-shaped form piece, while the keelson girders and chine members are carried through. The stringers are built down to form the step.

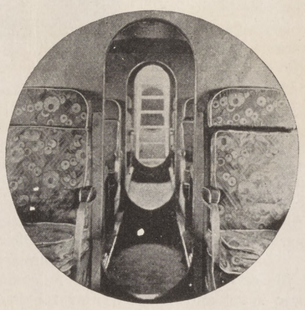
Diagonal members run from top to bottom of the main bulkhead and connect with fittings at the attachment points of the structure. They are reinforced by steel fittings riveted within the skin and are double or single angle members, depending on the stresses to which they are subjected.

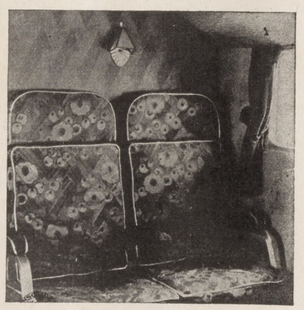
Formed members of bulkheads and belt frames are cold worked and in heat treated condition.

THROUGHOUT THE CONSTRUCTION section sizes have been standardized to as high a degree as practicable, the result being that stock sizes are relatively few in number.

In addition to the five sizes of streamline tubing previously mentioned, two sizes of extruded bulb T section material are used in the wing structure. These are $2\frac{3}{8}$x$1\frac{1}{2}$x$\frac{3}{16}$ in. and $2\frac{1}{4}$x$1\frac{1}{2}$x$\frac{1}{8}$ in. Two sizes of plain angles, $\frac{3}{4}$x$\frac{3}{4}$x$\frac{3}{32}$ in. and 1x1x$\frac{3}{32}$ in., three sizes of bulb angle section material, $\frac{7}{8}$x$\frac{9}{16}$, 1x$\frac{11}{16}$, and $1\frac{5}{16}$x$\frac{3}{4}$, are used. The channel sections are three in number, $\frac{7}{8}$x$\frac{3}{8}$x$\frac{1}{16}$ in., $\frac{7}{8}$x$\frac{3}{8}$x$\frac{3}{32}$ in. and 1x$\frac{1}{2}$x$\frac{3}{32}$ in. Two 1x1 plain angles formed by extrusion are used for the after part of the keel and two extruded plain angles are employed for the floats. The top and side plating of the hull is 0.030 sheet, while the bottom plating forward of the step is 0.064 and aft of the step is 0.040. Two sizes of rivets are used in the hull; $\frac{1}{8}$ in. in sides and top plating and $\frac{3}{16}$ in. in bottom







Left: One of the day bed cabins. Center: View through the central passage. Right: Seats in the forward compartments.

CABINS DECORATED IN TROPIC COLORS

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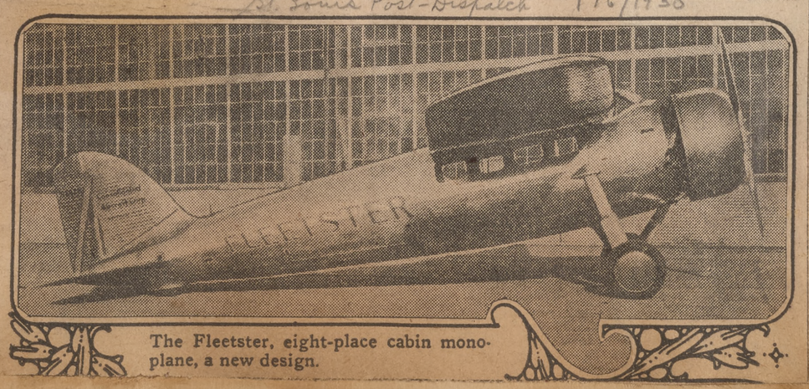
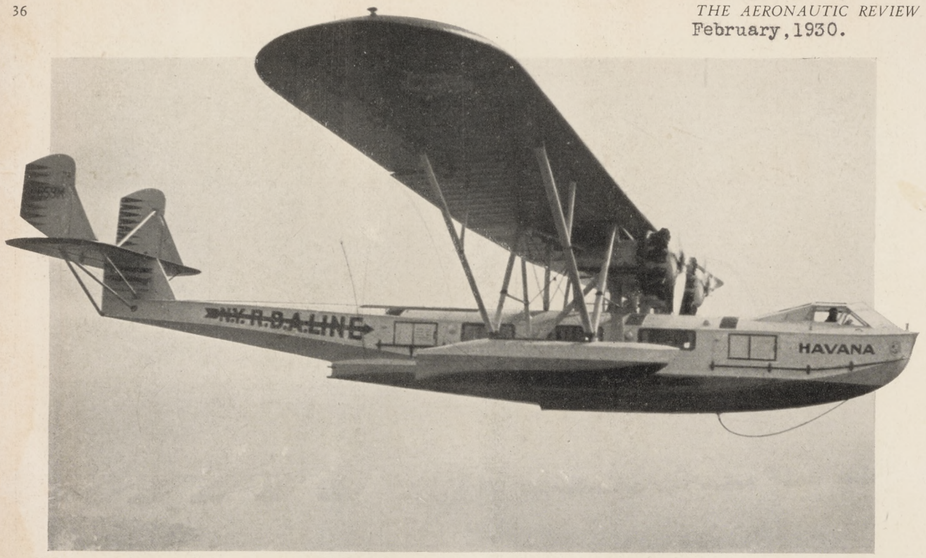
Biplane and Monoplane of Newest Lines

St. Louis Post-Dispatch 4/16/1930



The Fleetster, eight-place cabin monoplane, a new design.



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February, 1930.

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BROWNBACK – TIGER – C-400

LIGHT MANUFACTURING & FOUNDRY CO. POTTSTOWN, PA.

ANNOUNCEMENT

REDUCTION IN LIST PRICE

~~$1840=~~ to $1495=

UNITED STATES OF AMERICA
DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH

Official No. 33

Approved Type Certificate
Engine

This certifies that the BROWNBACK MOTOR LABORATORIES, INCORPORATED is entitled to the benefits granted by law in the production of engines manufactured in quantities of an exact similarity of type, structure, materials, assembly, and workmanship with the authenticated specifications, description, and drawings on file in the office of the Secretary of Commerce, duplicates of which, each bearing the seal of the Department, are attached hereto and made a part hereof.

The type of engine for which this certificate is issued is known as the BROWNBACK C-400 has the following specifications:

Number of cylinders SIX
Cylinder arrangement RADIAL
Method of cooling AIR

and is approved for a power rating of 90 H.P. at 1700 R. P. M.

Dated NOVEMBER 16, 1929

Clarence M. Young
Assistant Secretary of Commerce for Aeronautics

WESTERN UNION

Form 1206-A

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

NO. | CASH OR CHG. | CHECK | TIME FILED

COPY

Buffalo New York
October 30, 1929

BROWNBACK MOTOR LABORATORIES INC.
QUEEN STREET,
POTTSTOWN, PENNSYLVANIA.

rod.Pottstown
by Miss Denn
3:00 P.M.

REFERENCE OUR DELIVERY TO YOU OF OUR FLEET TRAINING PLANE EQUIPPED WITH BROWNBACK ENGINE WE ADVISE THAT YOUR ENGINE LIVED UP TO EXPECTATIONS IN EVERY WAY. OUR PILOTS ADVISE THE ENGINE STARTS AND IDLES SATISFACTORILY, ACCELERATES RAPIDLY AND AT ALL SPEEDS IS NOTICEABLY SMOOTH AND FREE FROM VIBRATION. WE CONGRATULATE YOU UPON A NOTEWORTHY ADDITION TO THE LIGHT ENGINE CLASS.

FLEET AIRCRAFT INC.

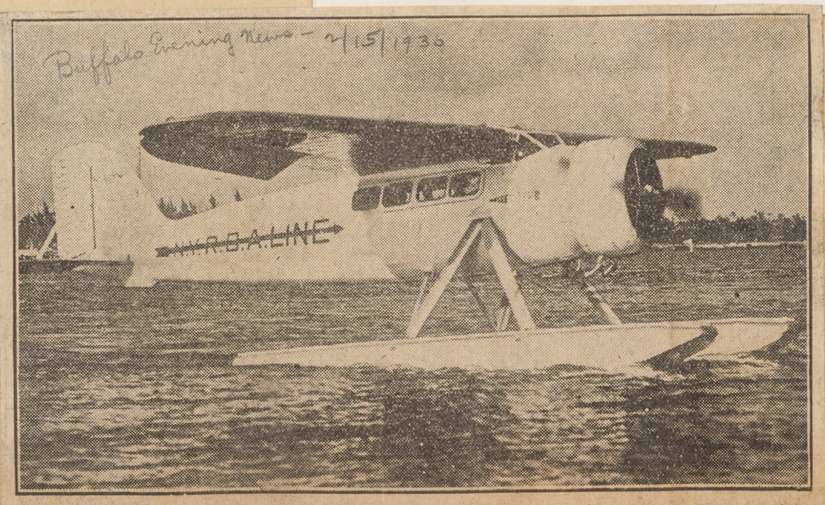
RESULTS OF TESTS

Throughout Fifty Hours on stand at Department of Commerce Testing Bureau, Washington, there was not a single forced stop, not even a spark plug was changed, valves were gasoline tight, H. P. was greater at end than at beginning of run.

Throughout One Hundred Hours of gruelling tests in the air, in warm as well as zero weather, not a single replacement; not a single repair other than two new spark plugs.

Has any other engine equaled the combined results of these two tests?

Buffalo Evening News – 2/15/1930



—Associated Press Photo.

One of the fastest planes yet built, the eight-passenger Fleetster, constructed in Buffalo by the Consolidated Aircraft corporation, completed speed tests at Miami, Fla., preparatory to inaugurating service between New York, Rio de Janeiro and Buenos Aires, an 8000-mile route which it will cover in seven days. The plane carries eight passengers and makes a speed of 190 miles an hour.

plating. Riveting is relatively easy on account of the open section material employed. Forgings are used for strut ends at the points of wing attachment.

The mooring pendant is $\frac{9}{16}$ in. diameter bronze cable attached to the keel at bulkhead No. 2, and the anchor cable, which is 150 ft. in length, is $\frac{5}{16}$ in. diameter bronze and is equipped with fittings at 25 ft. intervals by which the pendant can be attached. A cork canvas covered bumping pad is rigidly attached to the nose.

STABILIZING FLOATS, whose center lines are located about 14 ft. from that of the hull, are structurally similar to the hull and each is divided into three water tight compartments by means of bulkheads. An unusual feature of these floats is that they have no drain plugs. Each compartment is fitted with a $\frac{1}{2}$ in. tube running from the bottom to a point $1\frac{1}{2}$ in. above the deck. A hose may be attached to the abutting pipes, making it possible to pump up the compartments individually.

Right and left floats are interchangeable and are attached to struts projecting from either side of the hull and also providing a point of support for the external bracing struts of the wing. Thus the flotation system is so tied into the external wing bracing that, while the overall span is large, the overhang at the wing tips is less than $1\frac{1}{2}$ chord lengths. Each float is held in place by means of eight studs and can be easily and quickly removed without disturbing the wing bracing. The ends of the projecting struts are squared to provide bearing area for the floats and squared ends are filled with cork and painted to provide water tightness.

THE CABIN is 8 ft. 5 in. wide and has 6 ft. head room. The hull is entered through a hatch in the deck and is divided into several compartments. The subdivision furthest aft, which is directly accessible by means of the companionway leading from the hatch, is devoted mainly to mail, one compartment being provided on each side of the companion ladder, and the combined capacity of the two being 125 cu.ft. Sliding hatch covers are also built into the side of the hull to facilitate loading of mail. The capacity of the two rear mail compartments is 200 cu.ft. All bulkheads aft of the entrance compartment are fitted with apertures through which it is possible to gain access to the tail post for inspection.

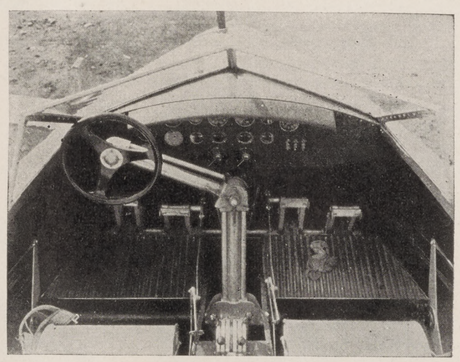
Forward of the step are three passenger compartments, each $73\frac{1}{4}$ in., providing a total capacity of twenty persons. There are three windows in the outer wall of each compartment and these windows are permanently closed. Ventilation is provided by circular openings with semi-spherical air scoops on the outer surface of the hull. Provision to vary the area of the openings is made through the use of an internally mounted metal semi-sphere controlled by a shaft having a knurled knob in the cabin. There are two inlet and two outlet openings in each compartment, two in the deck and the other two in the side plating of the hull. The ventilators for the forward portion of each compartment open toward the rear and provide suction, drawing the air from the compartment, while those at the rear open forward, furnishing an inlet for fresh air. In order to prevent drafts the main current of air passes between the skin or plating of the boat and the interior lining of the compartments.

The compartment just forward of the entrance compartment is furnished with two single seats and two dayheds, one of these being on either side of the center aisle. Forward of this compartment are two others, each of which has double seats facing each other on both sides of the aisle, providing a capacity of eight passengers per compartment. Forward of these is a division in the hull, the port side of which is devoted to a washroom and radio room, while the starboard provides an additional mail or baggage compartment of 75 cu.ft. capacity. This division is separated from the control cockpit through a water tight door which can be opened from either side.

With this interior arrangement the boat has a capacity of 20 persons. Additional passenger capacity can be provided, however, by sacrificing one or more of the mail compartments.

The first Commodore was outstanding in interior finish and design, the decoration being under the direction of Frederick J. Pike, a Buffalo interior decorator. A modernistic motif was developed by Mr. Pike through adaptation of the tropical colors that were to be seen along the route over which the plane is to operate. The basic tones are silver, henna and green. The inner walls, as well as the partitions, are of wallboard covered with damask, while a separate material is used in draperies with still other fabrics for upholstering of the chairs and cushions.

The walls of the salon de luxe (the compartment containing the daybeds) are covered with a Deauville rep material of pale lavender and silver, the daybeds being upholstered in turquoise damask and the seat cushions in raspberry, gold and tan stripe material. Print draperies in lemon yellow and tan have been used. In order to provide an individualistic color scheme for each cabin the central compartment has walls in green and gold with a henna color modern damask for seat cushions. The foremost cabin has chairs upholstered in a green moire, while a modernistic fabric in peach and silver is used for the cushions. Tan damask is used for the wall coverings. The central passageway through the compartments is carpeted with a jade green rug, while rugs between the seats in the cabins correspond to the color scheme of each room.



Photograph showing the open control compartment of the first commodore.

Between the seats and under the windows in each of the passenger compartments are panels for time tables, magazines or newspapers. Adjustable card or writing tables can be fitted into appropriate slots in the same manner as that employed in Pullman cars.

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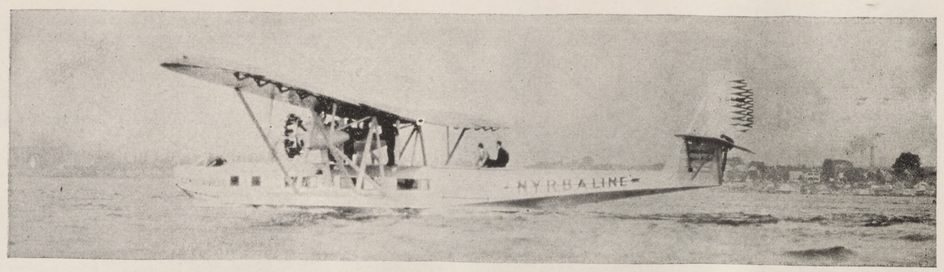

A photograph of the Commodore taxiing on the water during one of its trial flights.

External finish also was specially attractive in the first Commodore. A cerise wing with yellow and brown hull was chosen to harmonize best with a tropical setting.

IN THE FIRST PLANE the control cockpit was open but was later inclosed to provide protection for the pilots against weather conditions in the tropics. Both top and sides open by sliding to provide entrance to the control compartment without passing through the cabin. The pilots are seated in the bow just behind an anchor compartment in the nose which is accessible through a hatch in the deck and separated from the pilot's compartment by a bulkhead. Control is of the standard wheel and pedal type, a single swinging wheel being used. All moveable steel parts in the cockpit are made of Allegheny metal. Cables are used for the most part in the control system with a combination of these in push pull tubes being used for the ailerons. Tail surface structures are built up of extruded 17-ST spars, drag trusses and sheet duralumin ribs and are covered with fabric. An externally braced monoplane stabilizer, single unbalanced elevator and twin fins and balanced rudders above the stabilizer and elevator are employed.

The rudder travel is 30 deg. each side of neutral position, while the elevator travel is 30 deg. up and 20 deg. down. Travel of the rudder pedal is 4 in. either side of neutral, while the neutral position is $1\frac{1}{2}$ in. forward of the vertical. An adjustment range of 3 in. is provided for the rudder pedal. The travel of the control column amounts to 18 in. Normal setting of the stabilizer is at 4 deg. incidence, while an adjustment range of 3 deg. up and 3 deg. down is provided.

The area of the two rudders including the balance is 40.2 sq.ft., while that of the balance on each rudder is 3.3 sq.ft. The total vertical area of the tail surfaces is 54.95 sq.ft., while the center lower fin is 14.75 sq.ft. The total horizontal area is 135.5 sq.ft., 81 sq.ft. of which constitute the stabilizer. Fin and rudder are built with a 50 per cent Gottingen section.

THE ENGINE MOUNTS are of welded steel tubing and rubber bushings are used around the engine bolts to absorb vibration. Three-blade metal propellers of approximately 9 ft. 6 in. in diameter are used on the Hornet engines and an exhaust manifold having a hot air stove and control box for interior heating purposes is also employed. Controls for the power plant, as well as the fuel system, are led through streamline fairings to the pilot's cockpit and auxiliary gasoline tanks can be installed in the hull if desirable. The port engine is provided with a 50 ampere generator which, together with an 80 ampere hour Willard storage battery, constitutes the electric generating system. The storage battery is installed in the radio compartment from which the electric system is controlled. A voltage regulator is also used in the system and is located in the radio compartment. Provision for mounting landing lights on the leading edge of the wing structure also has been made.

Each Commodore is provided with a handling truck to be used when the plane is on land for overhauling. This truck provides mounting for two 44 in. x 10 in. wheels forward and one tail wheel.

Specifications as furnished by the manufacturer are:

Type	Monoplane flying boat
Span	100 ft.
Overall Length	61 ft. 6 in.
Overall Height	14 ft. 2 in.
Wing Airfoil	Gottingen 398
Chord	11 ft. 6 in.
Incidence	+4 deg.
Dihedral	2 deg.
Aileron	Frise Type
Tail Airfoil (Fin and Rudder)	50 per cent Gottingen
Fin Setting	0 deg.
Incidence of Stabilizer	+4 deg.
Stabilizer Adjustment	+2½ deg. in flight
Total Wing Area, Incl. Ailerons	1110 sq.ft.
Center Section	207 sq.ft.
Wing Panels (2) Incl. Ailerons	903 sq.ft.
Total Aileron Area Aft of Hinge	110 sq.ft.
Total Vertical Tail Area	54.95 sq.ft.
Center Lower Fin	14.75 sq.ft.
Rudders (2) Incl. Balance	40.2 sq.ft.
Balance on Each Rudder	3.3 sq.ft.
Total Horizontal Tail Area	135.5 sq.ft.
Stabilizer	81 sq.ft.
Elevator	54.5 sq.ft.
Useful Load	7815 lb.
Crew—Pilot, Mechanic	340 lb.
Fuel and Oil	2025 lb.
Radio	180 lb.
Pay Load	5270 lb.
Passengers (20 @ 170 lb.)	3400 lb.
Mail and Baggage	1870 lb.
Weight Empty	9785 lb.
Structure	5590 lb.
Power Plant Complete	2556 lb.
Fixed Equipment	1639 lb.
Gross Weight	17,600 lb.
Wing Loading	15.8 lb. per sq.ft.
Power Loading	15.3 lb. per hp.

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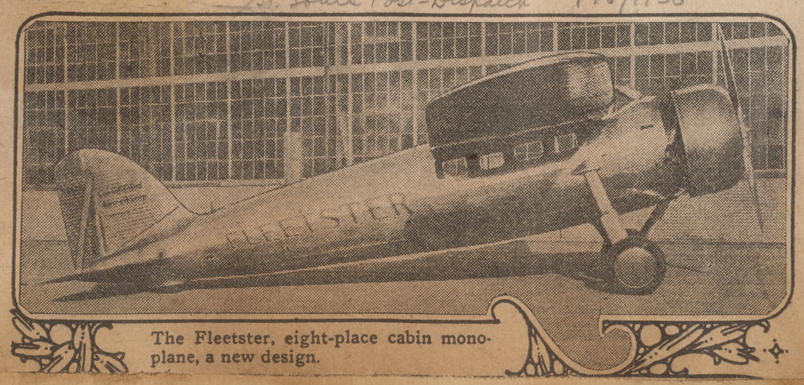

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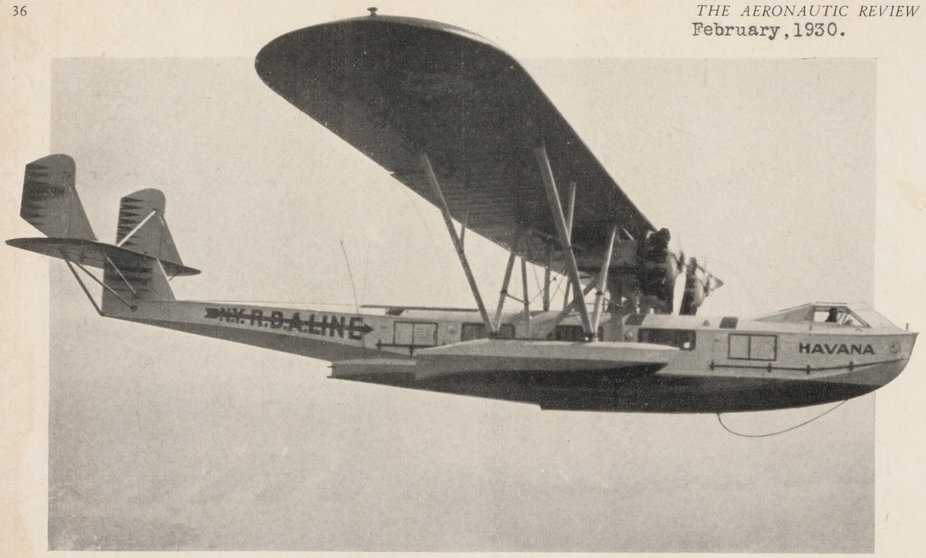

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UNITED STATES OF AMERICA
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Dated NOVEMBER 16, 1929

Clarence M. Young
Assistant Secretary of Commerce for Aeronautics

WESTERN UNION

Form 1206-A

NEWCOMB CARLTON, PRESIDENT
J. C. WILLEVER, FIRST VICE-PRESIDENT

NO. CASH OR CHG. CHECK TIME FILED

COPY

Buffalo New York
October 30, 1929

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QUEEN STREET,
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rod.Pottstown
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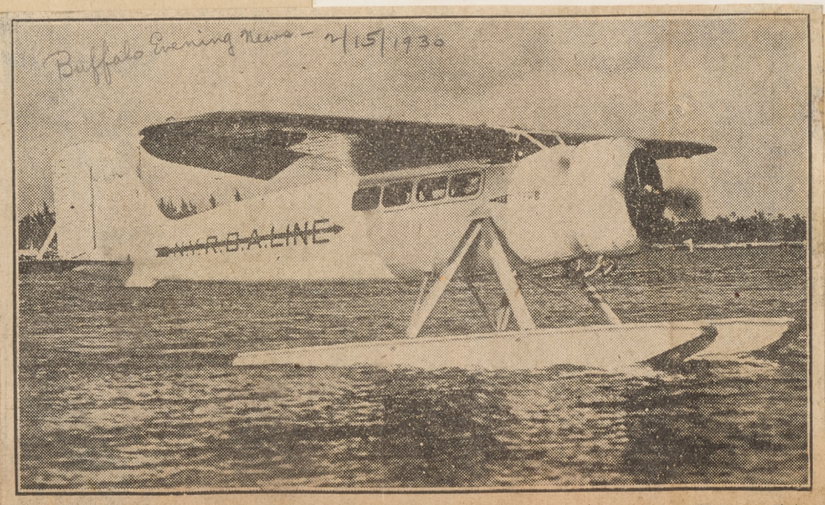

—Associated Press Photo.

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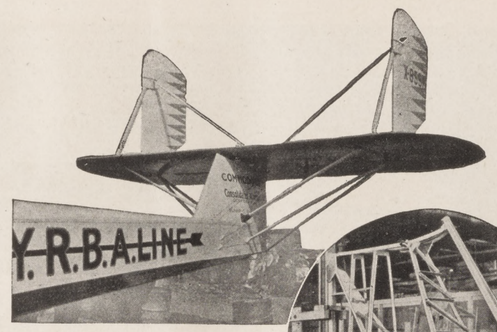
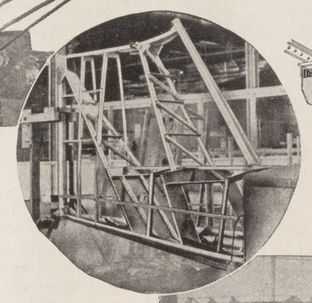
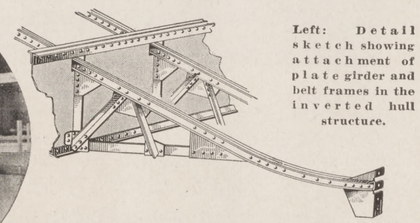
SOME GLIMPSES AT THE *Consolidated*

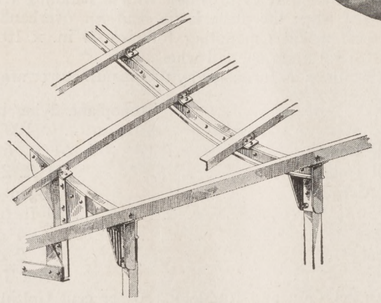


Above: The tail group of the Commodore showing the externally braced monoplane stabilizer and double rudders. Right: The fin structure showing its attachment to the tail.

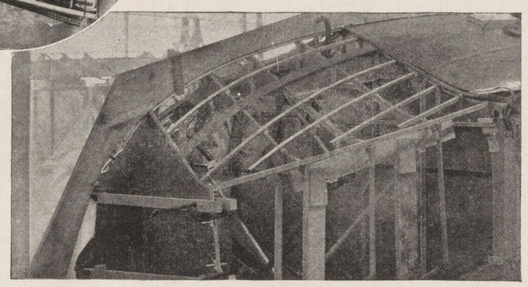




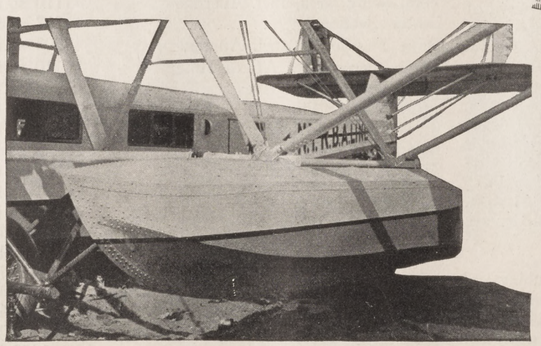
Left: Detail sketch showing attachment of plate girder and belt frames in the inverted hull structure.



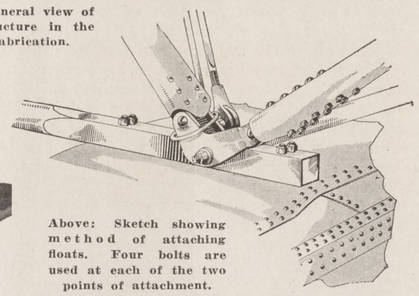
Above: Sketch showing attachment of longitudinal to transverse members in the inverted hull structure.



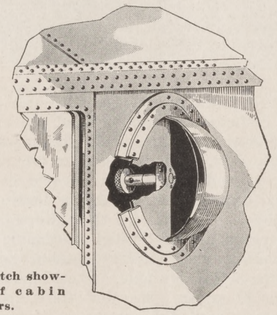
Above: A general view of the hull structure in the process of fabrication.



Above: A close-up of the port float of the Commodore. One of the cabin ventilators can be seen just behind the rear compartment windows.

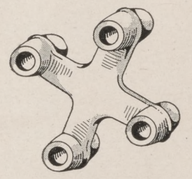


Above: Sketch showing method of attaching floats. Four bolts are used at each of the two points of attachment.

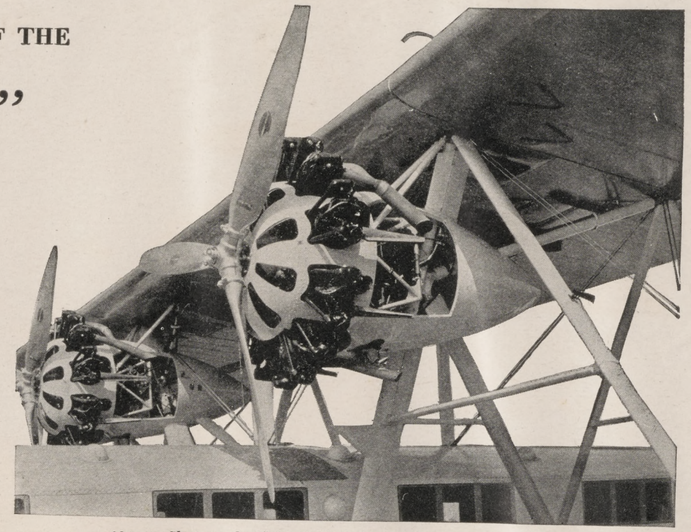


Right: Detail sketch showing installation of cabin ventilators.

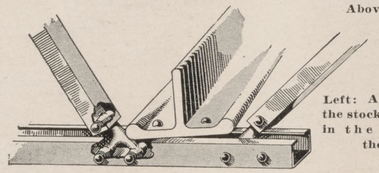
CONSTRUCTION OF THE *"Commodore"*



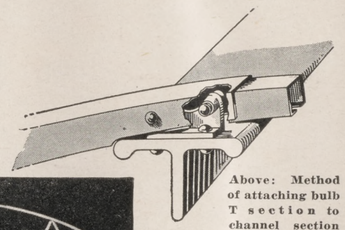
Above: One of the stock forgings used in the wing construction.



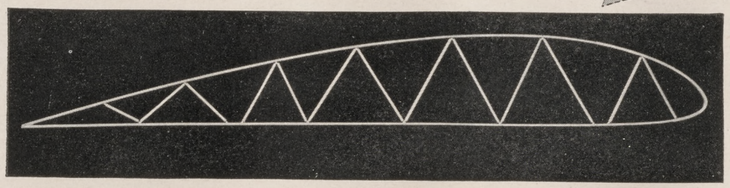
Above: Close-up showing external wing bracing and power plant installation.



Left: Applications of the stock forging used in the structure of the wing.

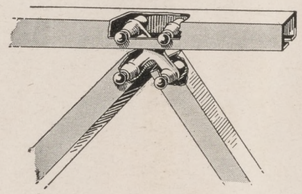


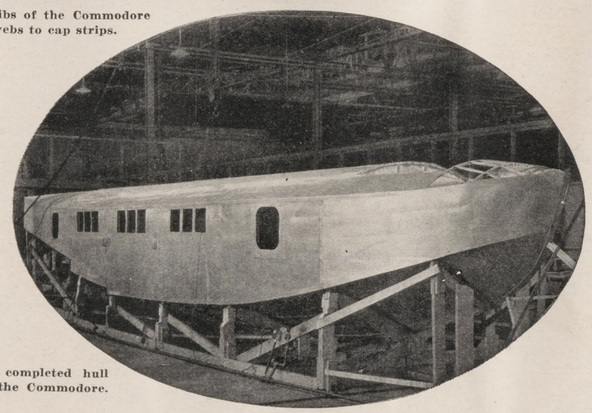
Above: Method of attaching bulb T section to channel section member.



Above: One of the Gottingen 398 metal wing ribs of the Commodore in which the stock forging is used to attach webs to cap strips.

Below: Use of the stock forging in the construction of the rib.





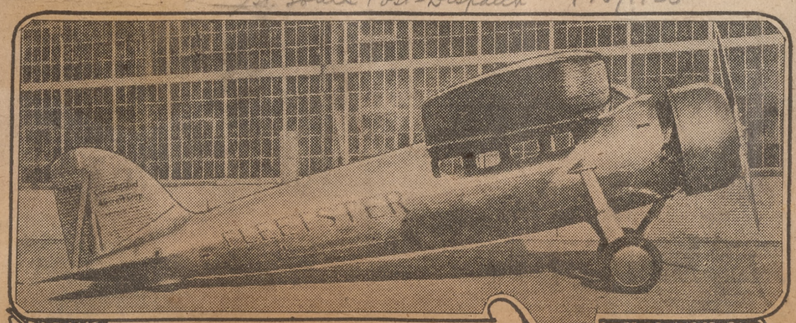
Right: The completed hull structure of the Commodore.

CABINS DECORATED IN TROPIC COLORS

An indication of the increasing luxury of air transport travel is shown in this interior of one of the de luxe cabins of America's giant twenty-passenger flying boat, the largest yet built in this country, for the New York, Rio and Buenos Aires service. The cabin decorations are carried out in color schemes characteristic of the countries over which the ship will fly. Cabins are nearly nine feet square with six-foot ceilings and are commodious enough to permit easy going about from one part of the cabin to another.

Biplane and Monoplane of Newest Lines

St. Louis Post-Dispatch 4/16/1930



The Fleetster, eight-place cabin monoplane, a new design.

Trenton Times-Advertiser 2/23/1930

FLEET AIRPLANE

Sport Plane, $3,985

The "Fleet" possesses strength factors well in excess of Army, Navy and Department of Commerce requirements. Major R. H. Fleet has built planes which have been flown over 25,000,000 miles.

JOHNSTON INCORPORATED

222 North Hermitage Avenue

Telephone Trenton 2-4148 for a Demonstration

Fine Record Set By Fleet Planes

Trenton Times-Advertiser 3/2/30

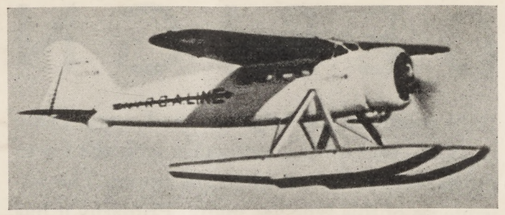
Training Squadron Covers 571,130 Miles With Only Three Slight Mishaps

The story of the record made by Training Squadron VN-7-D-11 at the Nava Air Station, San Diego, Cal., shows what can be done in aviation with good equipment and flying under proper conditions.

The record of 571,130 miles of flying in the year 1929 with only three minor accidents has been duplicated many times in the navy, army and many commercial schools and organizations.

The "NY" planes used were built by the Consolidated Aircraft Corp., of Buffalo, N. Y., of which Major R. H. Fleet is president. Johnston Incorporated is the Trenton representative for this concern, and displayed the new model Fleet sport plane last week at the Trenton Automobile Show.

Planes built by this company have been the standard training planes of the army and navy for the past six years. These planes have covered over 25,000,000 miles.



Consolidated Fleetster all-metal seaplane on the Florida-Chile 8000-mile route

NYRBA Connects Continents

New York, Rio & Buenos Aires Line, Inc., already operating extensively in South America, has started scheduled flying between New York and points in the Carribean, connecting with planes on its southern division. Mail concessions have been obtained from Haiti, Argentina, Brazil, Chile, Uruguay, and Venezuela. The company is planning to construct a network of 17 radio stations in 16 countries along its 11,000 miles of routes. Commodore flying boats, Sikorsky amphibions, and Consolidated Fleetster seaplanes are being used.

Fleetster Attains Speed of 190 Miles Per Hour

The Fleetster, newest and fastest product of the Consolidated Aircraft Corporation of Buffalo, which has attained a speed of more than 190 miles per hour in test flights, will be sent on a trans-continental tour of the country as soon as additional tests are completed, according to Lawrence D. Bell, general manager of the company.

Before taking off for Chicago, where the tour will start, the sesqui-plane will be given exhaustive tests by Leigh Wade, vice president, and Captain Homer Berry, chief test pilot of the Consolidated staff. From there it will be flown to St. Louis, the West Coast, back across the country to Florida and up the Eastern Coast line, finishing at New York City.

On flights made during the past week the Fleetster left the ground from a standing start in 12 seconds and claimed to a height of 10,000 feet in 12 minutes, a rate of climb higher than that of any army pursuit ship. During the coming week an effort will be made to determine the absolute ceiling of the ship.

While the plane was designed primarily to have a cruising speed of 180 and a top speed of 200 miles per hour it was impossible to know in advance if performances would come up to these figures. First flights proved it to be one of the fastest of its kind in the world, the tests exceeding expectations of the Consolidated officials.

The entire design of the Fleetster is predicted on a special monocoque construction developed and patented by Lawrence D. Bell. It is built of aluminum alloy the overall shape being perfectly streamlined and the exterior smooth with the exception of a moulding which borders each section of plate. The fuselage is practically circular in cross section.

The engine mount is constructed of aluminum alloy sheet the extruded members arranged in conical form tying the mounting ring directly to the outside fuselage shell. The mount serves as the rearward boundary for the N.A.C.A. cowl, the engine proper being mounted in rubber so that practically no vibration is transmitted to the cabin structure.

The N.A.C.A. cowling hood is built in three pieces and anchored to the structure so that the entire cowl may be removed in less than five minutes.

The seating arrangement consists of the regular pilot's seat and an auxiliary seat in the pilot's compartment. In the main cabin there are two seats facing each other, each accommodating three persons. The cabin is upholstered throughout. All of the cushions are down-filled, the individual seat cushions being removable.

An alternate arrangement of the cabin consists of six individual seats, three on each side of the isle, the door being moved aft of the rearmost seat.

The Fleetster wing is constructed of laminated plywood, built in one piece with internal braces. The tail services are constructed of aluminum alloy and covered with the same material. The fin is built integral with the fuselage, stabilizer and elevator braced to it by a single streamline tube. The stabilizer is adjustable in flight through a range of plus or minus three degrees.

The ship is powered with a series "B" Pratt and Whitney Hornet engine, 575 horsepower at 1,950 revolutions per minute.

The monocoque construction of the Fleetster was announced soon after the National Advisory Council of Aeronautics had developed the NACA cowling and is the only plane thus far built in which the cowling has been used to obtain one hundred percent efficiency. The new type cowling adds between 15 and 20 miles an hour to the speed of the plane.

Buffalo News-March 1, 1930

AIRPLANE FIRM HERE NETS $1.64 ON STOCK

Consolidated Corporation Reports Earnings of $952,000 on 579,000 Shares.

Net earnings of $952,000 are reported by Consolidated Aircraft corporation for the year ended Dec. 31, 1929. This amount is equal to $1.64 on the 579,000 shares outstanding at the end of the year.

Consolidated Aircraft balance sheet shows total current assets of $2,144,192 against current liabilities of $791,087.

R. H. Fleet, president, in his letter to stockholders says:

"Your company's balance sheet shows a liquid and healthy condition although cash has been somewhat reduced as a result of materials purchased for orders we are now executing. Net earnings show a reduction from previous year but this is not due in any measure to a decline in the company's operations or any impairment of the effectiveness of the management's policies.

"During 1929 your engineering department developed the 'Consolidated Commodore,' at present the only American-built transport flying boat.

"During the year your company acquired all the assets and business of the Thomas-Morse Aircraft corporation. We hold an initial contract from the government for approximately $1,000,000 worth of this division's product, which is the only all-metal fighting craft used by the Army.

"A third new product was evolved by Consolidated, the Fleetser. The fuselage of this ship is constructed by an entirely new method of metal unique to the Consolidated company. This machine is being built in limited quantities, six have been sold under contract, one of which has been delivered.

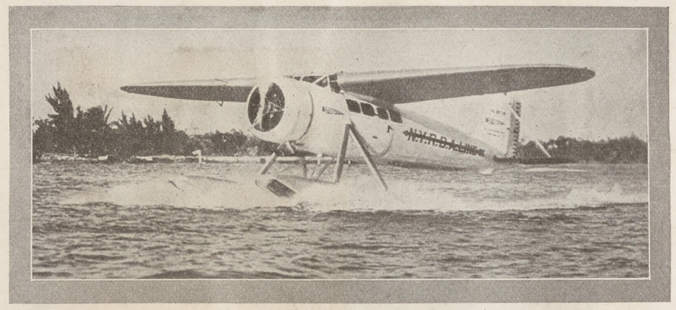
"Finally, your company developed through the Fleet Aircraft corporation the Fleet commercial training plane and, subsequently, acquired the Fleet company.

"Our 1929 engineering program was largely paid for out of current earnings and the results in dollars and cents of profit will not be apparent until the profit and loss account for 1930 and following years are made. Inventory excesses and over-expansion which has handicapped many units in the avfation industry have been avoided. On the other hand, it faces this year with a good volume of unfinished business."

N York Journal of Commerce 3/1/1930

C. I. T.-Aircraft Contract

A contract has been signed by the Consolidated Aircraft Corporation of Buffalo, N. Y., with the Commercial Investment Trust, Inc., of New York whereby the Consolidated Aircraft Corporation will act as the official organization for this manufacturer's dealers and distributors. The arrangement covers the financing of both wholesale and retail deferred payment sales throughout the United States and Canada. This plan also applies to time sales made direct by the manufacturer to large users, such as air line transport operators and schools.



High-speed Consolidated Fleetster used in the NYRBA mail service to South America

NYRBA Line to South America

FROM Santiago, Chile, on February 18th, a Ford tri-motored monoplane carrying the first consignment of northbound air mail over the lines of the New York, Rio and Buenos Aires Line departed on the first leg of the 8,000-mile trip. At Buenos Aires the mail was loaded into Consolidated Commodores, Lockheed Air Express monoplanes and all-metal Fleetsters for the seven-day trip to Miami, where Eastern Air Transport, Inc., completed the American end of the service.

There are three main divisions of the line's operation. For the present the company will begin its run at Miami, where the flying boats carry mail and express across the Caribbean and through the West Indies to Paramaribo, on the east coast of South America. The second division is from this point to Rio de Janeiro, Brazil, whence the third lap transports the cargo to Buenos Aires. Here the company's landplanes connect with their long-established trans-Andean service to Santiago, which city is reached after several hours' flight at extreme altitudes, often as high as 20,000 feet.

On each of the three over-water divisions from Miami to Buenos Aires, three classes of service are to be maintained. Fleetsters and Lockheeds operate through service for fast mail and express schedules, maintaining an average of 146 miles per hour. Consolidated Commodore 20-passenger seaplanes will carry both passengers and mail on through schedules between division points. In addition, a fleet of nine Sikorsky amphibions is maintained to care for local mail and passenger traffic between division points, with stops at important centers of population.

The establishment of the present mail service is a prelude to scheduled passenger operations, which will be inaugurated later in the year. The line opens a vast commercial, industrial and political territory to closer relationship with the United States, and reduces the time necessary for mail deliveries from fifteen days to seven, thus providing keen competition with the subsidized German and French airlines now operating on the South American continent. Until the establishment of the NYRBA Line it was much easier for Brazil and Argentine business men to communicate orders and receive small shipments from Europe than from the United States; the distance from New York to Buenos Aires being approximately the same as that from New York to Bombay, India. With the advent of seven-day air mail service, however, an added impetus to American trade in South America is expected.

NEW RATES HELP TRAFFIC

NY Telegram 3/3/1930

Aircraft Head Says Passengers Are Being Turned Away.

R. H. Fleet, president of Consolidated Aircraft Corp., declared today that the air transportation companies since the recent reduction in rates are actually turning away passengers and putting on extra schedule flights to take care of the overflow.

"The reduced fares of aviation transport companies to the exact rate charged by the railroads is filling to capacity the aeronautical equipment of established air transport companies throughout the entire country and has increased their business almost threefold in the number of passengers carried," said the executive. Mr. Fleet reported that more than twenty-five million miles have been flown in aircraft of his company by the government alone in the last six and one-half years, with only thirteen fatalities.

NEW SALES POLICY BEGUN BY FLEET AIRCRAFT, INC.

A new sales policy under which each dealer will be obligated to take a minimum of three planes to obtain dealer discounts of 25% is announced by R. W. Fulton. Sales Manager of Fleet Aircraft, Inc., of Buffalo.

"All of our distributors' contracts have expired," Mr. Fulton says in announcing the new policy, "and will not be renewed as such. We have eliminated closed territories and are now offering non-exclusive dealerships in limited areas through the entire country. All dealers are required to post a $500 deposit per plane for a minimum of three planes at the time dealership is granted. These deposits are returnable as and when deliveries are taken, $500 per ship. Deposits are not required beyond the third ship."

"While we do not intend to appoint competitive dealers, we reserve the right to do so if proper sales efforts and results are not being obtained, but the Fleet dealership is so attractive that few changes will be needed. Under the open territory plan, if the proper sales effort is not being made by the local dealer he will find other Fleet dealers are making Fleet sales in his territory."

Individual sales at dealer discounts will not be made by the factory. An organization that cannot accept three planes cannot qualify for dealer discounts."

The sales price of the Kinner Fleet sport plane was recently cut from $4985 to $3985. The Kinner Fleet equipped on Edo Pontoons lists at $4995 and is subject to the same terms and discounts.

Aero Digest March 1930

THE "Fleetster", eight-passenger monoplane constructed by the Consolidated Aircraft Corporation, is to undergo further speed and altitude tests at the Buffalo Municipal Airport. The Consolidated Corporation recently returned this craft to the airport after replacing the Pratt and Whitney Hornet engine with a Wasp of 425 horsepower for testing purposes.

THE Consolidated Aircraft Corporation of Buffalo, N. Y., recently received an order for spare parts from the Navy Department involving a purchase price of $39,000, according to an announcement of officials of the company. The order included $10,150 worth of spare parts for NY-2 planes at the Naval Air Station, Hampton Roads, Va. The remainder of the parts included in the order will be sent to the Naval Air Station at Pensacola, Fla.

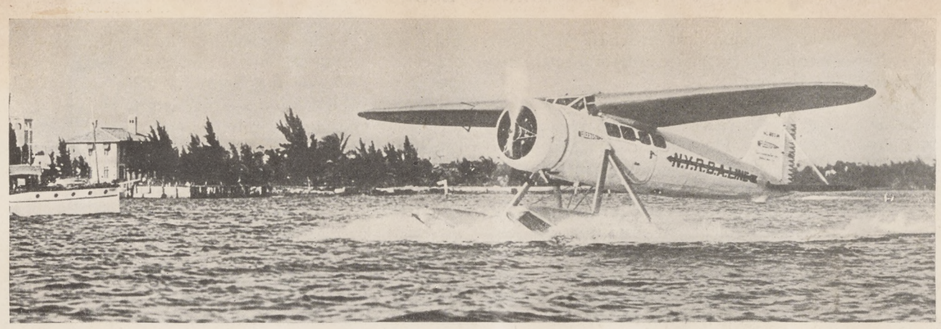
Aero Digest March 1930

BUFFALO

[A. SHEPHERD]

CONSTRUCTION of a Canadian assembly plant at Bridgeburg, Ontario, by the Consolidated Aircraft Corporation of Buffalo, is to begin at an early date, according to a statement of Consolidated officials. A building to cost about $25,000 is planned to care for assembly, storage, shops and offices on the site on Gilmore Road. Steel superstructure, corrugated steel walls and roof, and cement floors will be incorporated in the structure.

AIRWAY AGE MARCH 1930



The Transport Operators Must Be Insured

Airway Age - March 1930

THE CONSOLIDATED AIRCRAFT Corporation, New York, announces that during 1929 it sold 405 transport and training planes, nearly twice as many as in 1928, and has unfulfilled orders for 1930 totalling more than $2,500,000. The company earned $1.50 a share, after deducting development expense of four new products.

FLEET AIRCRAFT, INC., Buffalo, N. Y., has adopted a new sales policy whereby each dealer will be obligated to take a minimum of three planes to obtain dealer discounts of 25 per cent. All closed territories have been eliminated and non-exclusive dealerships in limited areas throughout the entire country have been offered. All dealers are required to post a $500 deposit per plane for a minimum of three planes at the time dealership is granted. These deposits are returnable as and when deliveries are taken, $500 per ship. Deposits are not required beyond the third ship. The company does not intend to appoint competitive dealers, but reserves the right to do so if proper sales efforts and results are not being obtained. The sales price of the Kinner-Fleet sport plane was recently cut from $4,985 to $3,985

CONSOLIDATED AIRCRAFT ON FULL-TIME BASIS

Orders now on hand will consume the entire production of Consolidated Aircraft corporation until mid-summer, Maj. R. H. Fleet, president, reports. The six units of the company at Buffalo, are working on a full-time basis, with some departments on a 24-hour, seven-day schedule, he states.

"Through organization of Consolidated's Canadian subsidiary, Fleet Aircraft of Canada, Ltd., we will be better able to meet the heavy foreign demand with the opening of the Canadian plants at Ft. Erie, Ontario on May 1," he said.

aero Digest march 1930

Consolidated Aircraft Corporation Reports Sales for 1929 and 1930

SALES of airplanes during 1929 by the Consolidated Aircraft Corporation of Buffalo, N. Y., increased approximately one hundred per cent over sales in 1928, according to a report recently issued by the company. During 1929, the Consolidated company sold 405 training and transport planes, which was over twice as many planes sold during the previous period of twelve months. The company has unfilled orders for 1930 totaling more than $2,500,000.

During 1929 the company sold 245 Fleet training planes, and orders from the United States Government and foreign governments for Consolidated Husky training planes totaled 155 in addition to orders for spare parts. Construction of the first Commodore flying boat was completed on October 1, 1929, and four of these planes have been delivered to the New York, Rio and Buenos Aires Line for use in air transport service.

The present production schedule of the Consolidated company includes the manufacture of ten additional Commodore flying boats, six Fleetsters, Government orders for Husky training planes, and an order totaling $1,000,000 for Thomas-Morse all-metal fighting planes. New planes which will be placed on the market by the Consolidated company during 1930 will include the Fleetster and the all-metal plane.

F. W. FULTON, sales manager of Fleet Aircraft, Inc., of Buffalo, N. Y., recently announced a new sales policy which has been adopted by the company. Dealers for Fleet Aircraft, Inc., will be required to take a minimum of three planes to obtain a dealer's discount of twenty-five per cent. All dealers will be required to post a $500 deposit on each plane, these deposits being returnable when deliveries are taken. Deposits will not be required after the third ship is delivered to the dealer.

Closed distributors' territories have been eliminated by the Fleet company and non-exclusive dealerships have been established. Competitive dealers will not be appointed but the company reserves the right to do so if a dealer in a given territory does not obtain satisfactory sales results. All of the Fleet company's contracts with distributors have expired and will be renewed under the terms of the new plan.

FLEET AIRCRAFT, LTD., BUILDS AT FT. ERIE

Buffalo News 3/22/1930

Subsidiary of Consolidated Company of Buffalo Enters Canadian Field.

The Fleet Aircraft of Canada, Ltd., a subsidiary of the Consolidated Aircraft corporation, Buffalo, has been organized under Canadian laws to manufacture and sell Consolidated planes in Canada.

Construction of a plant has already been started in Ft. Erie, Ont., and production of the "Fleet," a two-place training plane, is expected to be started at the rate of two planes a day by May 1.

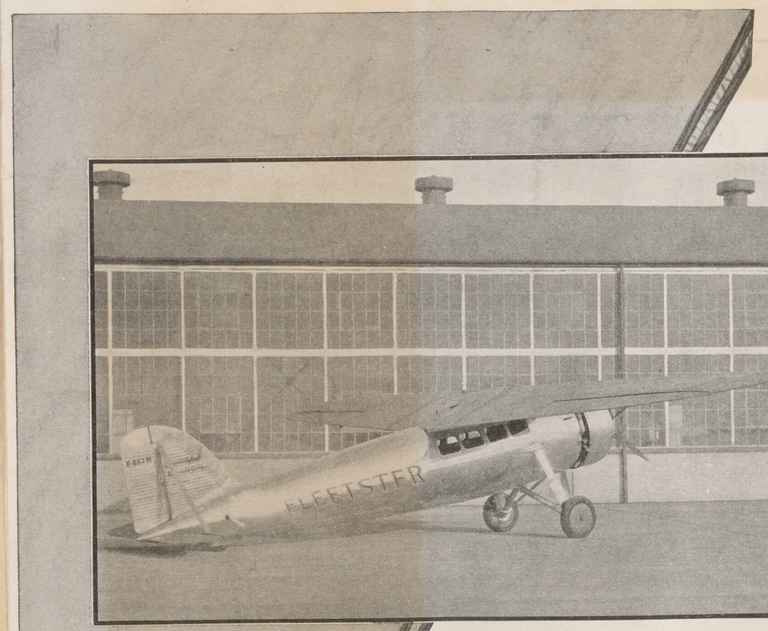
"While the new company will be a subsidiary of Consolidated, both Canadian and American capital is represented in Fleet Aircraft," Maj. R. H. Fleet, president of Consolidated said. "It will manufacture under contract from the Buffalo company and will buy certain parts from it."

The main building of the plant will be a one-story structure 120 by 60 feet, and a smaller building for heating and coal storage will be 25 by 30 feet. It will include a modern "dope room," for applying the preparation used on airplane wings, and machinery for all phases of airplane manufacture.

At first only the Fleet plane will be manufactured. While this was originally an army training plane, it is also adaptable for civilian training and sport flying. Later, other planes made by Consolidated Aircraft will be manufactured there.

AVIATION
March 22, 1930

33



Haskelite helps provide long life in the "Fleetster," fast commercial transport of the Consolidated Aircraft Corp.

PLYWOOD HASKELITE PLYMETL

LONG LIFE—

It is no longer unusual to produce planes that fly. Even special speed or other striking characteristics are discounted by operators unless the plane is able to stand up for long periods in use—and sometimes abuse.

The selection of Haskelite for all plywood applications is an example of designing for long life. The advantages of this blood albumin glued plywood are particularly important when used as in the "Fleetster" for wing covering.

Curtiss Flying Service
Air Associates, Inc.
Roosevelt Field,
Garden City, L. I.
California Panel & Veneer Co.
Los Angeles, Calif.
In Canada: Railway & Power Engineering Corporation, Ltd.

HASKELITE
MANUFACTURING CORPORATION
120 South La Salle St., Chicago, Ill.

PARIFIC FLYER . MARCH. 1930

"THE FLEET"

A fast, safe plane of moderate price and economical operation for use in training . . . or for sport.

Phone DOuglas 7560 *for demonstration.*

ASSOCIATED AIR SERVICES, LTD.
MILLS FIELD | SAN FRANCISCO

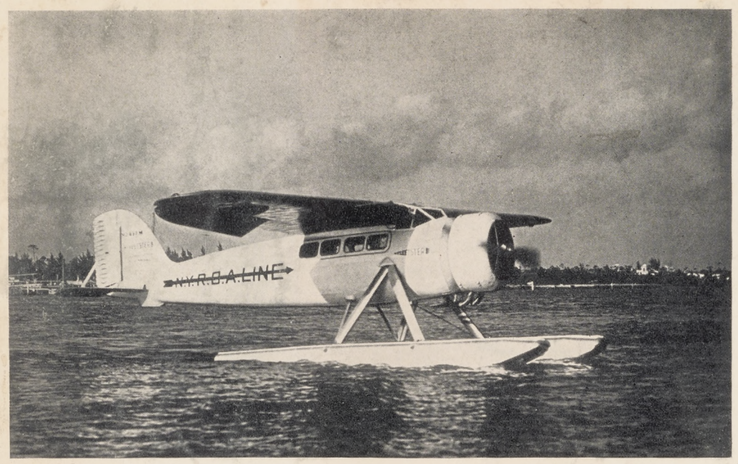
PACIFIC FLYER
March 1930

CONSOLIDATED AIRCRAFT CORPORATION, Buffalo, has received orders for spare parts to be sent to the naval stations at Pensacola and San Diego, totaling $27,500.

CONSOLIDATED AIRCRAFT CORPORATION is testing the first of the Consolidated Fleetster seaplane type at Miami. The plane is equipped with Edo pontoons.

FLEET AIRCRAFT, INC., has adopted a new sales policy, requiring a deposit on three planes by dealers who wish to obtain the 25 per cent dealer discount. Individual sales at dealer discounts will not be made by the factory.

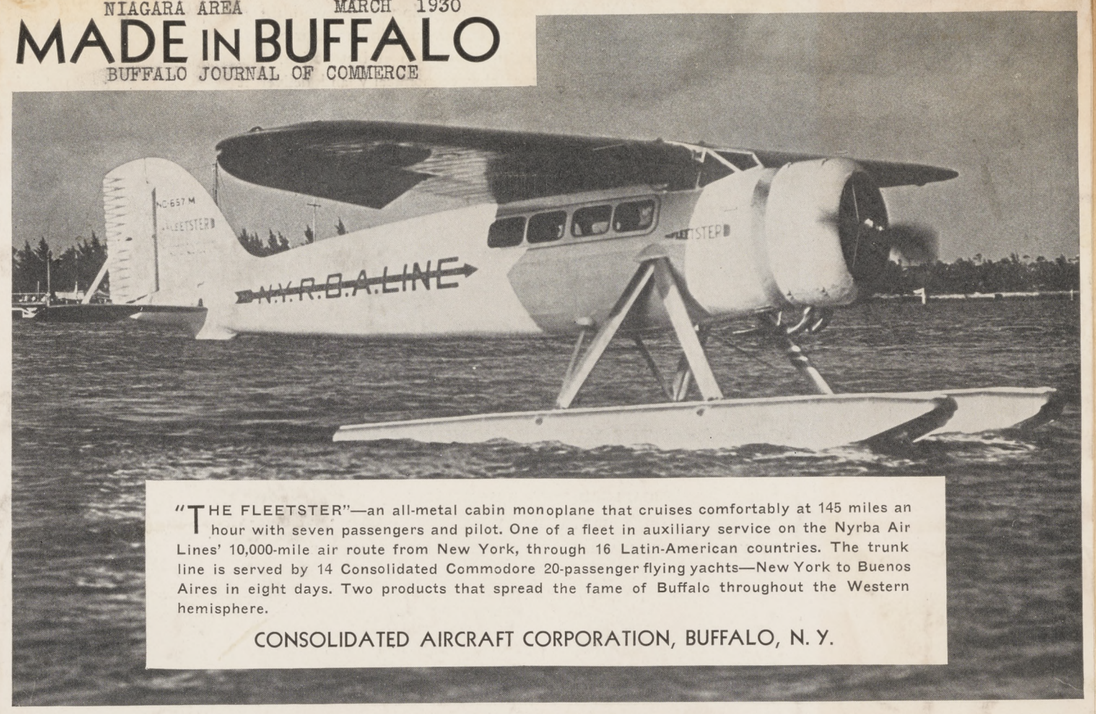
Fleetster seaplane turns up 190 m.p.h.
in test for 8,000 Buenos Aires mail line — The Sportsman Pilot - March 1930



NIAGARA AREA — MARCH 1930

MADE IN BUFFALO

BUFFALO JOURNAL OF COMMERCE



"THE FLEETSTER"—an all-metal cabin monoplane that cruises comfortably at 145 miles an hour with seven passengers and pilot. One of a fleet in auxiliary service on the Nyrba Air Lines' 10,000-mile air route from New York, through 16 Latin-American countries. The trunk line is served by 14 Consolidated Commodore 20-passenger flying yachts—New York to Buenos Aires in eight days. Two products that spread the fame of Buffalo throughout the Western hemisphere.

CONSOLIDATED AIRCRAFT CORPORATION, BUFFALO, N. Y.

Consolidated Adopts New Sales Policy

Southern Aviation March 1930

A new sales policy under which each dealer will be obligated to take a minimum of three planes to obtain dealer discounts of 25 per cent is announced by R. W. Fulton, sales manager of Fleet Aircraft, Inc., of Buffalo.

"All of our distributor's contracts have expired," Mr. Fulton says in announcing the new policy, "and will not be renewed as such. We have eliminated closed territories and are now offering non-exclusive dealerships in limited areas throughout the entire country. All dealers are required to post a $500 deposit per plane for a minimum of three planes at the time dealership is granted. These deposits are returnable as and when deliveries are taken, $500 per ship. Deposits are not required beyond the third ship."

AERONAUTICAL WORLD. MARCH 1930

New Sales Policy Adopted by Fleet Company

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"While we do not intend to appoint competitive dealers, we reserve the right to do so if proper sales efforts and results are not being obtained, but the Fleet dealership is so attractive that few changes will be needed. Under the open territory plan, if the proper sales effort is not being made by the local dealer he will find other Fleet dealers are making Fleet sales in his territory.

"Individual sales at dealer discounts will not be made by the factory. An organization that cannot accept three planes cannot qualify for dealer discounts."

The sales price of the Kinner Fleet sport plane was recently cut from $4985 to $3985. The Kinner Fleet equipped on Edo Pontoons lists at $4995 and is subject to the same terms and discounts.

Buffalo ▶ **Air Travel Grows**

Niagara Area - March 1930

Major R. H. Fleet, president of the Consolidated Aircraft Corporation, sees one of the biggest years of the aeronautics industry directly ahead. Since reduction of fares in recent months the air transportation companies have been turning away passengers and putting on extra schedule flights to take care of the overflow, he says, and in addition the foreign demand for American planes is greater now than ever before. "The reduced fares of aviation transport companies to the exact rate charged by the railroads is filling to capacity the aeronautical equipment of established air transport companies throughout the country and has increased their business almost threefold in the number of passengers carried," he says. "Our own company is busier than it ever has been and the demand from foreign countries is increasing by leaps and bounds. We are shipping more than $100,000 worth of aircraft to South America each month."

Buffalo ▶ **Buffalo Lags Behind**

Buffalo Journal of Commerce.

Grave danger that Buffalo will be left behind in the march of aeronautical progress is seen by Lawrence D. Bell, vice-president and general manager of the Consolidated Aircraft Corporation, in the city's failure to establish a modern marine airport. Speaking before the Aero Club, he said that the strategic location of the city on the main route of all seaplane lines on the Great Lakes and from the east coast makes it imperative that such a base be built and fostered to the maximum. "The railroad is a thing of the past so far as high class passenger carrying is concerned," he declared. "If aviation had preceded the railroad by 25 years it is safe to say there would have been no transcontinental rail lines."

CANADIAN AIR REVIEW MARCH 1930

The first of the new Consolidated Fleetsters to be placed in commercial service is now undergoing performance tests as a seaplane at Miami, Florida.

Delivered last week to the New York, Rio, Buenos Aires Line, the ship was flown direct from the Consolidated factory at Buffalo to Miami where it was equipped with twin Edo pontoons. Seaplane tests made thus far have exceeded expectations and demonstrate conclusively the speed of the plane as well as its practicability as a passenger and mail carrier.

Performance figures on the Hornet series "B" Fleetster recently completed at Buffalo show a high speed of 175 M.P.H. with a landing speed of 59 miles. With a service ceiling of 20,000 feet the climb at ground of the ship is 1,500 feet per minute and the climb in 10 minutes 12,000 feet.

The Fleetster weighs 3,160 pounds empty and has a useful load of 2,000 pounds.

Southern Aviation MARCH 15, 1930.

Through Service Starts on New York-Rio Line

FIRST through service over an 8000 mile airplane transport system linking together 16 nations and colonies of the Americas was inaugurated between Miami, Rio de Janeiro, Buenos Aires and Santiago by New York, Rio and Buenos Aires Line, Inc., February 18.

On that day planes left from Santiago, Chile, and from Miami, Florida, 8000 miles apart by this route, cutting travel time to eight days between the United States and Chile, seven days to Buenos Aires, six days to Rio de Janeiro and two days to the northern tip of the South American continent. Weekly service will be operated regularly over this route.

This service, according to W. F. Reynolds, vice president, climaxes two years of pioneering work preparatory to through travel over a great trunk line reaching from Chile over the Andes to Buenos Aires, thence northward to the West Indies through Uruguay, Brazil, The Guineas and Venezuela and over the Spanish Main to Florida. Plans call for later extension northward to New York to provide fast, direct service between the major industrial centers of both continents.

Schedule calls for 21,198 miles of weekly flying. At 14 principal cities complete passenger facilities, equipment for handling mail and express, and overhaul and maintenance stations are being installed. Repair shops in which complete planes and engines can be made over will be located in Miami, Para, Rio de Janeiro and Buenos Aires.

Four giant Commodore seaplanes built by the Consolidated Aircraft Corporation are in use over the line in express service and through mail and passenger service. Originally designed to carry 32 passengers, the first Commodore commercial flying boat was rearranged to carry 20 or more, with roomy accommodations in addition for mail, cargo and freight. The plane has a lounge room, buffet, dressing room and complete toilet facilities. Cabins are larger than pullman compartments and have six-foot head room, wide aisles and full visioned windows.

Aeronautical World March 1930

New Speed Seaplane, For South American Mail Run, Makes 190 M.P.H.

A new all-metal seaplane, designed especially for fast through mail and express service between this country, Rio de Janeiro and Buenos Aires, has successfully completed test flights, making a speed of 190 miles per hour.

On twin pontoons, for service over the company's 7500 mile coastal route from Florida to Brazil and Argentina, the plane averaged 184 m.p.h. through the first series of tests and traveled six miles per hour faster on the second series. Powered by a Pratt & Whitney "Hornet" motor, developing 575 horse power, the plane can carry 1000 pounds pay load, passengers or mail, in addition to pilot. The craft was built by Consolidated Aircraft Corp. of Buffalo, especially for the international air mail service. Five additional seaplanes of this type are being added to the NYRBA air fleet, which will number 35 planes for the North-South America service.

The Business Week- March 19, 1930.

International Newsreel

NEW AERIAL POSTMAN

George Cobb, pilot of the New York-Buenos Aires Line, and the first shipment of airmail consigned to South America

The TEXACO ORDER BOOK *for* MARCH, 1930

Through the courtesy of the U. S. Army Air Corps, Langley Field, Va.

Tank Truck Operator H. E. Thomas and his charge under the 100-foot wing spread of the new flying boat "New York" which will see service in the New York-Rio-Buenos Aires Line.

Texaco Takes "New York" Aloft

WHEN the giant flying boat "New York" first took to the air recently at Langley Field, Virginia, Texaco Aviation Gasoline and Texaco Airplane Oil No. 4 were used. The ship, capable of carrying 22 passengers and 2 pilots will be put into service by the New York-Rio-Buenos Aires Line.

Due to the open water during winter months on Chesapeake Bay the manufacturers of the "New York," the Consolidated Air Craft Corporation, Buffalo, New York, assembled it and other similar flying boats at Langley Field. These new creations of aviation transportation are each powered by two 575 H.P. Pratt-Whitney motors, have a wing spread of 100 ft. and are 75 ft. from stem to stern.

Aviation Salesman W. M. Styker was responsible for Texaco being used in the initial flight.

Aeronautical World March 1930

Aero Corp. of California Renews Fleet Dealership

Contracts have been signed by the Aero Corporation of California for the renewal of its dealership franchise on Consolidated Fleet planes for the year of 1930.

The renewal contracts which were signed by Lawrence Bell, general manager of the Consolidated Company, and Paul E. Richter, Jr., vice president of the Aero Corporation, was accompanied by an order from the latter company for three new Fleet training planes powered with Kinner engines.

Since securing the original franchise during the latter part of 1929, Aero Corporation of California has delivered five Fleet training planes to the Standard Flying Schools at Los Angeles.

Navy Places Parts Order

Aeronautical World March 1930

Orders totalling $27,500 have been received by the Consolidated Aircraft Corporation of Buffalo from the United States Navy Air Corps for NY spare parts to be sent to the naval stations at Pensacola, Fla., and San Diego, Calif.

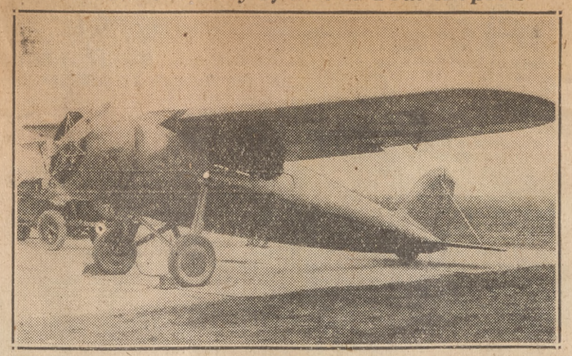
Delivery will be made within 90 days.

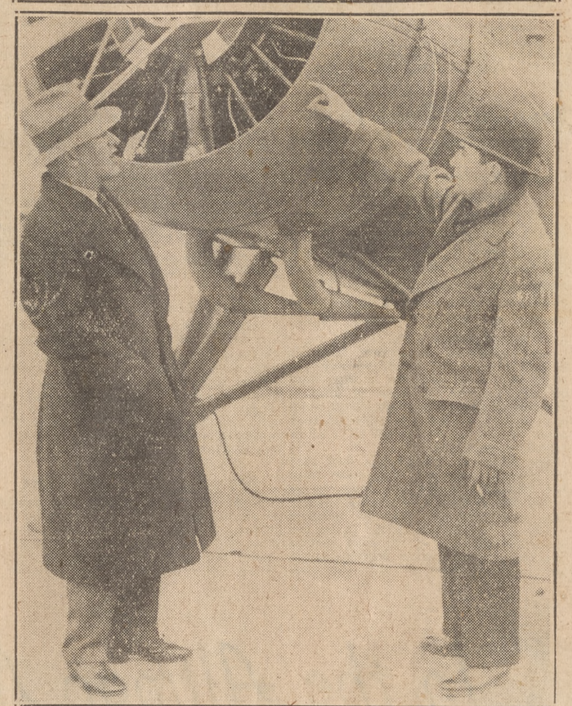
Gordon Mounce has left for Detroit for the purpose of taking delivery of a Fleetster, which he will attempt to fly non-stop from Detroit to Glendale, California. Prairie Flyer April 1930

* * * *

Herald-Tribune March 31,1930 NEW YORK

Assistant Secretary of War to Tour Airports





Herald Tribune photo—Acme

The privately owned plane (upper photo) of F. Trubee Davidson, in which he will make a tour of all the army airports in the United States. Mr. Davidson is shown inspecting the plane with Laurence D. Bell, designer, at Mitchel Field

Fleet Aircraft of Canada Organized at Fort Erie, Ontario

Capt. W. J. Sanderson, former Instructor of London Flying Club, in charge of Canadian sales and demonstrations of Fleet aeroplanes —Specifications and Performance Data of this machine.

Capt. W. J. Sanderson with a Fleet aeroplane.

FLEET AIRCRAFT OF CANADA, Ltd., has been organized recently with a Dominion charter in Canada, and a contract has been let for the construction of a Canadian plant at Fort Erie, Ontario. Foundations have already been laid and practically all of the steel work is at the site ready for raising. This new addition to Ontario's industries will have an entirely modern factory with complete facilities for airplane manufacture. It is to be constructed of brick and steel and follows present practice in daylight type of construction. The factory will be ready for occupancy and production about May 1 and will immediately start producing the Fleet training and sport biplane. This plane has been on the American market for more than one year.

The Fleet will be manufactured in Canada under a Canadian airworthiness certificate, both as a land and as a seaplane. Complete data on both types follow at the end of this article. For the time being, the production facilities will be devoted solely to the manufacture of the Fleet and the company anticipates that the Canadian demand will be great enough to consume the entire output for several months.

For the past nine years Consolidated Aircraft Corporation of Buffalo, New York, and its predecessor company, Dayton-Wright Airplane Company, has specialized in the design and construction of training aircraft, and during practically that entire time has dominated the American training plane market, both military and civil, after many competitions held by the United States Army and Navy. For the past six years the United States Army Air Corps and Naval Air Service have been using Consolidated training planes practically exclusively. Consolidated has produced more than 1,000 training planes for the United States and they have amassed a grand total of over twenty-five million air miles at approximately 150 different stations scattered all over the United States. This tremendous service experience has served as an unprecedented proving ground for the development of this type, and the company points proudly to the fact that there has never been a fire in a Consolidated-built training airplane—either on the ground, in the air or in a crash—and to the fact that in seven years of use by the United States a total of thirteen persons only have been killed in these aircraft, whereas more than 7,000 men have received flying training in them.

W. J. Sanderson, of London, Ontario, one of Canada's well-known pilots and an official of Fleet Aircraft of Canada, Ltd., has been demonstrating in Canada the Fleet landplane equipped with wheels or skis, and also as a seaplane.

The following is a brief résumé of the specifications and performance data:

Landplane		*Seaplane*
110 m.p.h.	High Speed	101 m.p.h.
95 m.p.h.	Cruising speed	85 m.p.h.
45 m.p.h.	Landing speed	47 m.p.h.
730 f.p.m.	Rate of climb (at ground)	584 f.p.m.
14,700 ft.	Service ceiling	12,500 ft.
1,023 lbs.	Weight empty	1,183 lbs.
552 lbs.	Useful load (normal)	543 lbs.
1,575 lbs.	Gross weight (normal)	1,726 lbs.
24 gals. (normal)	Fuel capacity (50 gals. with extra tank)	24 gals. (normal)
4.25 gals.	Oil capacity	4.25 gals.
Kinner K-5	Engine	Kinner K-5
Normal—4 hrs.	Endurance at cruising speed (maximum—7.5 hrs.)	Normal—4 hrs.
28 ft.	Wing span	28 ft.
20 ft. 9 in.	Length overall	20 ft. 9 in.

Fleet to Open Plant in Ontario

Aviation - 4/5/1930.

BUFFALO (N. Y.)—Fleet Aircraft Co., Ltd., will shortly open a plant at Fort Erie, Ontario, for the manufacture of aircraft and parts.

FLEET PLANT BEGINS PRODUCTION ON MAY 1

Buffalo News 4/22/30

Model 2 Sport Planes to Be Made in Ft. Erie.

Production will be started May 1 by the recently organized Fleet Aircraft of Canada, Ltd., in its new plant at Ft. Erie, Ont., company officials announced Tuesday morning.

For the first year the plant will be used exclusively for the manufacture of the Fleet Model 2 sport plane for both land and water use. W. J. Sanderson, an official of the company, is at present on a sales and demonstration tour covering most of southern Canada.

"The Fleet sport plane of the new plant will be manufactured under a Canadian airworthiness certificate, the Canadian company being an entirely separate organization from the Fleet and Consolidated companies of the United States," Mr. Sanderson said.

Of brick and steel construction, the Ft. Erie plant is designed on the new daylight type of factory building and the latest developments in machinery have been installed to facilitate the output.

C. I. T. TOPICS APRIL 1930

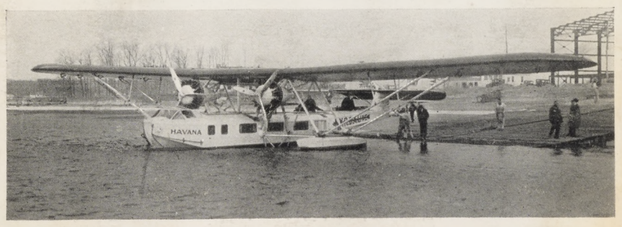
C. I. T. Secures Another Important Aviation Contract

LAST MONTH the Aviation Department of the Industrial Division secured its second important contract for financing time sales of aircraft—with the Consolidated Aircraft Corporation of Buffalo, N. Y., manufacturers of the well known "Commodore" Flying Boat and of the "Fleet Trainer". Both of these types are shown in the accompanying photographs.

According to T. T. Hildebrandt who negotiated the contract, this company is one of the largest independent manufacturers in the industry. It was formed in 1923 as an outgrowth of the Dayton-Wright Company and has its factories at Buffalo. Among its present contracts is one for $1,500,000 covering 15 "Commodore" type flying boats for the South American Air Mail and Passenger Service between New York and Buenos Aires.

Under this Plan, C. I. T. will act as the official financing organization for this manufacturer's dealers and distributors on both wholesale and retail deferred payment sales throughout the United States and Canada. The Plan also applies to time sales made direct by the manufacturer to large users, such as air line transport operators and schools.

C. I. T. also has a contract with the Detroit Aircraft Corporation of Detroit, Mich., manufacturers of the Lockheed-Vega, the Ryan planes and the Eastman Flying Boat and Eastman Amphibian.



FLEET

Aviation 4/5/1930

THREE MODELS CONSTITUTE the line offered by Consolidated Aircraft Co., Buffalo, N. Y., for 1930. The Fleet two-passenger training plane, a development of the Husky training planes made by the same company for the Army and Navy, is offered in a new model with either Kinner or Warner engine, priced at $3,985 and $4,985. With Edo pontoons, it costs $1,010 more.

The Fleetster all-metal monoplane, designed to carry six passengers with mail or freight at a high speed of 175 m.p.h., will be put into actual production. Six models are being built on pontoons for NYRBA line. With land type undercarriage and Hornet Series B engine, the plane sells for $27,500. The Consolidated Co. will also continue production of the Commodore dual-engined twenty-passenger flying boat, fourteen of which have been ordered by NYRBA line. This plane also carries Hornet power, and is listed at $125,000.

Navy Orders Cyclones, Fleets

Aviation - 4/5/1930

WASHINGTON (D. C.)—Two orders let by the Navy Department for aircraft and engines have gone to the Consolidated Aircraft Corp., Buffalo, N. Y.; and Wright Aeronautical Corp., Paterson, N. J. Six N2Y-1 Consolidated Fleet planes, costing $35,337.06, will be used at the Pensacola Naval Air Station for training purposes. Wright Aeronautical is to furnish 72 Wright Cyclones, with the horsepower raised from 525 to 575, for a contract price of $527,940.90.

NEW FLIGHT RECORD IS SET

Buffalo News 4/7/1930 140 2/15

Wheatley Makes Buffalo-Detroit Hop in 95 Minutes.

William B. Wheatley, chief test pilot for the Consolidated Aircraft corporation, at the controls of a Fleetster monoplane, Saturday established an all-time speed record for a Buffalo to Detroit flight. Maintaining an average speed of 180 miles an hour, he sped over the 285-mile run in 95 minutes.

The Fleetster will be on exhibition this week in the All-American Aircraft show, which opened in Detroit Saturday. Other Consolidated exhibits are a Comomdore seaplane and a Fleet training plane. Wheatley's ship seats eight passengers.

Aerodigest - April 1930

R. W. FULTON has been appointed general sales manager of the Consolidated Aircraft Corporation of Buffalo, with headquarters located at the Consolidated factory. Mr. Fulton was formerly sales manager of the Colonial Flying Service.

Airways Age - April 1930

CONSOLIDATED AIRCRAFT Corporation, Buffalo, N. Y., is to co-operate with Commercial Investment Trust, Inc., New York, for the financing of sales for distributors and dealers, both for retail and wholesale in the United States and Canada.

Western Flying - April 1930

Two new Consolidated O-17 training planes have been received at Lowry field, Denver, Colo., for the use of the 120th Observation Squadron of the Colorado National Guard. Lieuts. Victor Beau and William Boyd, regular Army instructors for the squadron, flew two Douglas planes back to Ohio in exchange. One of the new planes was received at Wright field and the other at St. Louis.

* * *

Aviation 4/12/1930

Navy and Army Order Fleets

BUFFALO (N. Y.)—Consolidated Aircraft Corp. has received Army and Navy Air Corps orders totalling 21 planes for approximately $200,000, states Lawrence D. Bell, general manager of Consolidated. Fifteen Kinner-powered Fleet Training craft, with additional spare parts, call for June delivery to the Army at Brooks Field, San Antonio, Tex., while one 575 hp. Hornet Fleetster will be sent to Wright Field, Dayton, Ohio, May 1, for Army test purposes. The Navy has ordered six Fleets with spare parts for April delivery at the Pensacola (Fla.) Naval Air Station.

Fleet Aircraft of Canada, Ltd., Establishes Factory at Fort Erie, Ont.

The first of the Consolidated "Fleetsters" to be placed in service on the New York Rio Buenos Aires line. This type of machine will also be manufactured in Canada by the Fleet Aircraft of Canada Limited if the demand warrants the installation of the necessary manufacturing equipment.

Fleet Aircraft of Canada, Ltd., has been organized recently with a Dominion charter, and a contract has been let for the construction of a Canadian plant at Fort Erie, Ontario. Foundations have already been laid and practically all of the steel work is at the site ready for raising. This new addition to Ontario's industries will have an entirely modern factory with complete facilities for airplane manufacture. It is to be constructed of brick and steel and follows present practice in daylight type of construction. The factory will be ready for occupancy and production about May 1st and will immediately start producing the famous FLEET training and sport biplane. This is the plane which has been on the American market for more than one year, and which assumed a position of leadership in that market in 1929. At present it is easily dominating the American market in its class due to the excellent reputation established last year when more than 200 of them were sold and put into hard daily use by more than 50 training schools and by numerous private individuals scattered all over the United States.

The FLEET will be manufactured in Canada under Canadian Airworthiness Certificate, both as a land and as a seaplane. Complete data on both types follow at the end of this article. For the time being the production facilities will be devoted solely to the manufacture of the FLEET and it is anticipated that the Canadian demand for this fine plane, which has already been so capably demonstrated throughout eastern Canada, will be great enough to consume the entire output for several months.

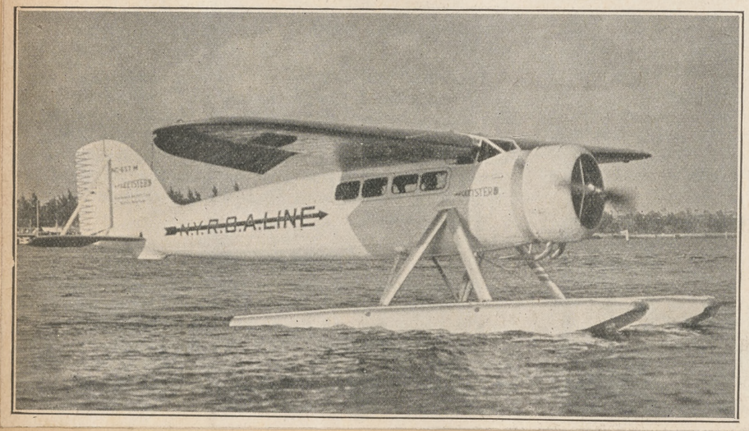
The reason for the great popularity of the FLEET is readily understood when one is familiar with the following facts concerning its background, conception and development. For the past 9 years Consolidated Aircraft Corporation of Buffalo, New York, and its predecessor company, Dayton-Wright Airplane Company, has specialized in the design and construction of training aircraft, and during practically that entire time has dominated the American training plane market, both military and civil, through sheer merit after many competitions held by the United States Army and Navy. For the past six years the United States Army Air Corps and Naval Air Service have been using Consolidated training planes to the practical exclusion of all others. Consolidated has produced more than 1,000 training planes for the United States, and they have amassed a grand total of over twenty five million air miles at approximately 150 different stations scattered all over the United States. This tremendous service experience has served as an unprecedented proving ground for the development of this type, and the Company points proudly to the fact that there has never been a fire in a Consolidated-built training airplane—either on the ground, in the air or in a crash—and to the fact that in seven years of daily use by the United States a total of thirteen persons only have been killed in these aircraft whereas more than 7,000 men have received flying training in them—far and away the greatest record for safety in the world.

Mr. W. J. Sanderson, of London, Ontario, one of Canada's well-known pilots and an official of Fleet Aircraft of Canada, Ltd., has been demonstrating in Canada the FLEET landplane equipped with wheels or skis, and also as a seaplane. These demonstrations have aroused such a wave of enthusiasm for this exclusive training and sport airplane that Consolidated has completed arrangements for the exclusive manufacture of the "Fleet" in Canada, for the sale there and in other countries which give favorable tariff concessions to Canadian made articles.

The following is a brief resume of the specifications and performance data:

Landplane		*Seaplane*
110 m.p.h.	High Speed	101 m.p.h.
95 m.p.h.	Cruising speed	85 m.p.h
45 m.p.h.	Landing speed	47 m.p.h.
730 f.p.m.	Rate of Climb (at ground)	584 f.p.m.
14,700 ft.	Service ceiling	12,500 ft.
1023 lbs.	Weight empty	1183 lbs.
552 lbs.	Useful load (normal)	543 lbs.
1575 lbs.	Gross weight (normal)	1726 lbs.
24 gals. (normal) (50 gals. with extra tank)	Fuel capacity	24 gals. (normal) (50 gals with extra tank)
4.25 gals.	Oil capacity	4.25 gals.
Kinner K-5	Engine	Kinner K-5
Normal—4 hrs. (maximum—7.5 hrs.)	Endurance at cruising speed	Normal—4 hrs. (maximum—7.5 hrs.)
28 ft.	Wing span	28 ft.
20 ft. 9 in.	Length overall	20 ft. 9 in.

Mr. Jack Sanderson, formerly instructor of the London Flying Club, who will be an official of Fleet Aircraft of Canada Ltd. Mr. Sanderson is seen standing beside the "Fleet."



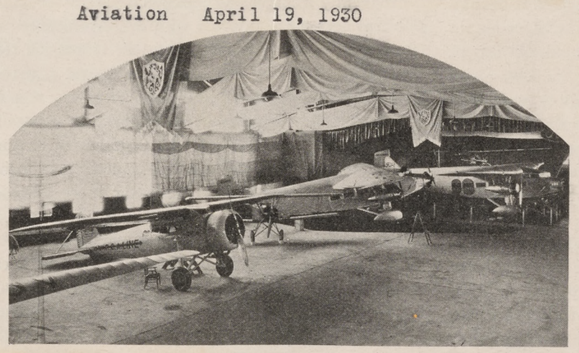
The "Fleet" sport and training machine which is to be built in Canada by Fleet Aircraft Limited. Production is expected to start within six days.

F. Trubee Davison, Assistant Secretary of War for Aeronautics, has accepted delivery of a Consolidated Fleetster which he is using on a tour of U. S. Army air fields. Capt. Ira Eaker is piloting the plane. Aviation 4/19/1930

SOUTHERN AVIATION April 15, 1930.

WHEN the New York, Rio & Buenos Aires Air line transport, Cuba, landed at Dinner Key, Miami, on February 26, it brought the first South American mail to the United States over the Great Eastern trade route. Time records between the U. S. and many South American cities were smashed by the flight. The plane flew from Rio de Janerio to Miami in five days, one hour and three minutes. Scheduled plane service was started by the company between Miami and Havana on March 2. The photo shows the Cuba with mail load on its deck.

Aviation April 19, 1930



The Consolidated and Ford exhibits. Note the suspended tri-motor in the background and the "Fleetster" in the foreground.

Aviation, April 26, 1930

Sells Seventeen Fleets on Trip

LOS ANGELES (CALIF.)—Gordon Mounce, Pacific Coast representative of the Consolidated Aircraft Corp., has just completed a trip through the Northwest during which he sold a total of seventeen Kinner-powered Fleets.

Consolidated Orders Announced

BUFFALO (N. Y.)—Orders for Commodore and Fleetster spare parts, totaling $169,156, have been received by the Consolidated Aircraft Corp. from NYRBA, states Ray P. Williams, assistant general manager. Announcement is also made that six Fleet Model 2 sport planes are to be delivered to Claud E. Carter, Harlingen, Tex., to be used for training purposes at the new International Airport there.

Aeronautical World - May 1930

Consolidated Aircraft Corporation of Buffalo has received orders from the New York, Rio, Buenos Aires Airline for Consolidated Commodore and Fleetster spare parts totalling $169,156.

MAY, 1930

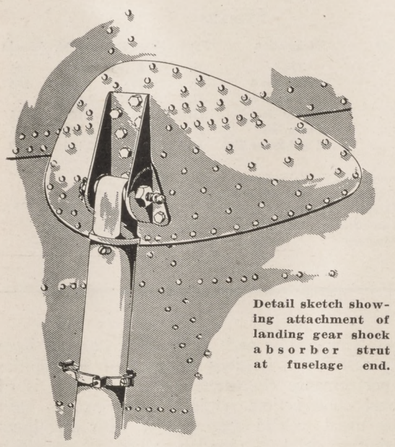
Aviation, April 26, 1930

Charter Canadian Fleet Firm

OTTAWA (ONT.)—Fleet Aircraft of Canada, Ltd., has been granted a federal charter, and a capital of $100,000 has been authorized. Foundations have already been laid for the firm's factory, which will be located at Port Erie, Ontario, and is expected to be ready for occupancy by May 1.

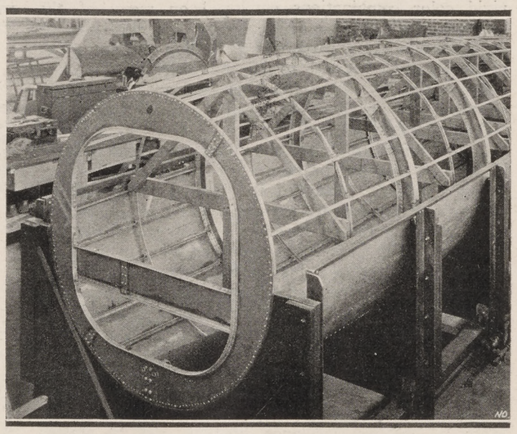
Aeronautical World - May 1930

THE CONSOLIDATED "Fleetster"

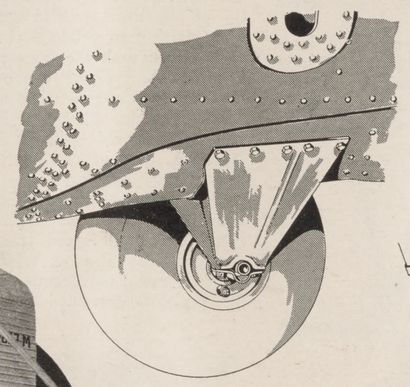


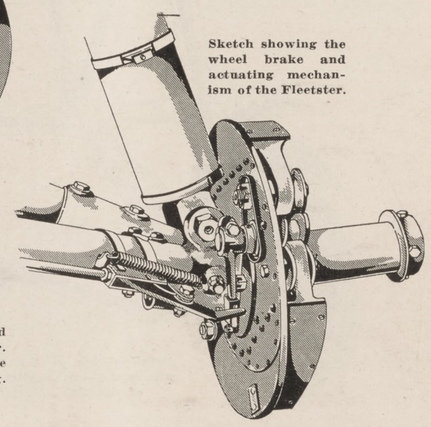
Detail sketch showing attachment of landing gear shock absorber strut at fuselage end.

Detail sketch showing attachment of the tail wheel mounting member.

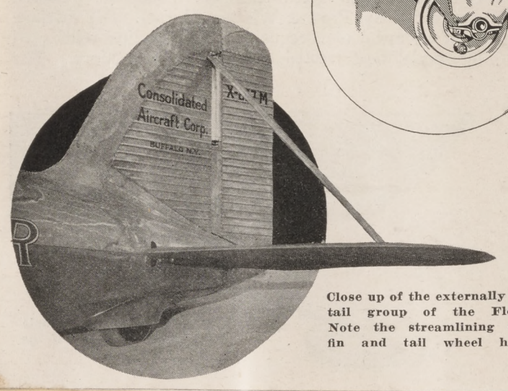


The partially covered fuselage structure showing the construction details of the fire wall.





Sketch showing the wheel brake and actuating mechanism of the Fleetster.



Close up of the externally braced tail group of the Fleetster. Note the streamlining of the fin and tail wheel housing.

Airway Age - May 1930

CONSOLIDATED AIRCRAFT Corporation, Buffalo, N. Y., has received orders from the New York, Rio, Buenos Aires Airline for *Commodore* and *Fleetster* parts totaling $169,156. Six *Fleet* training planes were ordered by Claud E. Carter of Harlingen, Tex.

ORDERS FOR 21 planes totaling approximately $200,000 have been awarded to the Consolidated Aircraft Corporation of Buffalo, N. Y., by the Army and Navy. The orders include 15 Kinner-powered *Fleet* training planes with spare parts for the Air Corps; six *Fleets* with parts for the Navy and one *Fleetster* for tests by the Army Air Corps. An additional plane has been delivered to Assistant Secretary of War, F. Trubee Davison, for his personal use, another *Fleetster* with a 525-hp. Pratt & Whitney *Hornet* engine. Airway Age - May 1930

May 1930 Airway Age

A *Hornet*-POWERED *Fleetster* monoplane built for the New York Rio & Buenos Aires line by the Consolidated Aircraft Corporation of Buffalo, N. Y., developed a speed of 225 m.p.h. carrying four passengers in a demonstration at Washington, D. C. Capt. Ira Eaker was the pilot.

Aviation Engineering May 1930

CONSOLIDATED RECEIVES ORDERS FOR TWENTY-ONE PLANES

Orders for 21 planes totaling approximately $200,000 have been awarded to the Consolidated Aircraft Corporation of Buffalo by the Army and Navy Air Corps, according to announcement made recently by Lawrence D. Bell, general manager.

The orders include 15 Kinner powered Fleet training planes with additional spare parts for June delivery to the U. S. Army Air Corps at Brooks Field; 6 Fleets with extra parts for April delivery to the U. S. Navy Air Corps at Pensacola, Florida, and one Fleetster which will be used by the Army Air Corps for test purposes and will be delivered to Wright Field, May 1st.

In addition to these planes the Consolidated Company has also delivered to Assistant Secretary of War, F. Trubee Davidson, for his personal use, the third of its Fleetsters in which he will make a tour of the army air fields during the spring months with Captain Ira Eaker as pilot. Both Fleetsters will be powered with 575 h.p. Pratt & Whitney hornet engines.

Aviation Engineering - May 1930

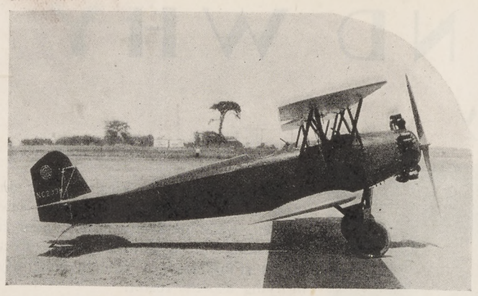
KINNER REPORTS NAVY ORDERS

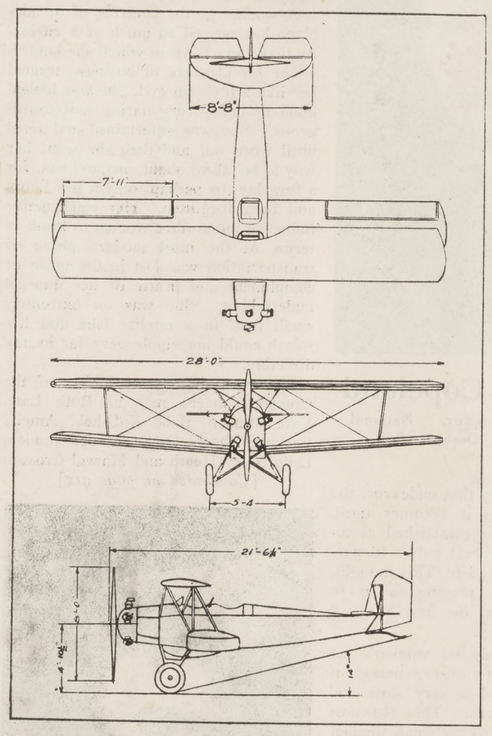
The Kinner Airplane & Motor Corp. has just been informed that Fleet Aircraft Corp., of Buffalo, N. Y., has received an order from the United States Army for fifteen Kinner powered Fleet training planes and fourteen extra Kinner engines, together with many items of engine and airplane spares and engine tools. In view of the fact that the Army has given this equipment a thorough nine months test and has found it entirely satisfactory, this order is considered of much importance.

The Navy, who has also been testing this equipment for nearly a year, has just placed an order with Fleet Aircraft for six Kinner powered Fleets with extra engine spares and tools.

In addition to the above, the Kinner Company has received an order direct from the Navy for six engines and a large number of spare parts.

CURRENT MODELS





FLEET

THE Fleet, made at Buffalo, is a popular plane for sport and training purposes. Each Fleet represents the culmination of eight years of engineering effort. It was formerly known and flown as the "Husky Junior," the little brother of the Consolidated "Husky" which has been the standard training plane of the United States Army and Navy for five years. The Fleet is named in honor of Major R. H. Fleet, founder of the Consolidated Aircraft Corporation. It is a two place, dual control biplane with both wings of equal span and chord. It is claimed to be rugged, efficient and economically operated. A ready responsiveness to the controls, and a perfectly balanced construction, according to the manufacturer, provides a machine that can be stunted and maneuvered with ease.

Specifications

Fleet
Approved Type Certificate No. 131

Wing span	28 ft. 0 in.
Wing chord	3 ft. 9 in.
Length overall	21 ft. 6⅛ in.
Weight empty	1010 lbs.
Useful load	565 lbs.
Gross weight	1575 lbs.
Fuel capacity	24 gals.
Oil capacity	3 gals.
Endurance at cruising speed	4 hrs.
Motor	Kinner K-5, 100 h.p.
Price	$3,985

Performances

High speed	115 m.p.h.
Cruising speed	95 m.p.h.
Landing speed	37 m.p.h.
Rate of climb	730 f.p.m.
Ceiling	13,000 ft.

Reuben H. Fleet

Aviation - May 10, 1930

New York Youth Makes Record

GLENDALE (CALIF.)—When Frank Goldsborough, a 19-year-old Jackson Heights (N. Y.) youth landed in a Kinner-powered Fleet at the Grand Central Air Terminal, 12:40 p.m. Pacific Standard Time, May 4, he had reduced the former junior trans-continental record from 48 hr. flying time (made by Richard James, New York), to 34 hr. 3 min. He left the Westfield (N. J.) Airport on April 28, 7:40 a.m., and made the journey in easy stages. Bad weather, however, delayed the youth several times. Though his plane was slightly damaged while taking to the air near El Paso, Tex., it was landed safely at his next stopping point, where repairs were made. Goldsborough, who holds a private license, is the son of the late Bryce Goldsborough, lost in the ill-fated flight of the "Dawn."

Aviation - May 3, 1930

Consolidated Plans Fast Line

BUFFALO (N. Y.)—Negotiations are being carried out by Consolidated Aircraft Corp. for the establishment of a nation-wide system of long distance, high speed passenger transport lines using the Fleetster, it has been reported by Lawrence D. Bell, vice-president and general manager of the company. "It is probable such a route will be established this summer between New York and Chicago via Buffalo," Mr. Bell asserted.

The National Aeronautic Review May 1930

Hunts Eagles by Plane

EL PASO, TEXAS—Using a Fleet plane to "beat the birds at their own game," a Texas flier and an expert marksman last week annihilated a flock of eagles which for a year or more had menaced sheep in the El Paso district.

The eagles, some of them with a wing spread of nine feet, had evidently selected the sheep ranches near El Paso as a choice spot for their predatory activities. Swooping down from altitudes of 5,000 feet and more, the birds carried off $2,000 worth of sheep in a single season.

Buffalo News - May 11, 1930

FIRST COMMODORE FLYING BOAT OF SEASON LAUNCHED

The first Consolidated Commodore flying boat to be launched this season took the air from the Niagara river Thursday. It is the ninth such ship to be built by the Consolidated Aircraft corporation for delivery to the New York, Rio and Buenos Aires lines. It will be flown to New York and will be placed in service over the company's coastwise run in South America.

"We would have launched it much sooner had Buffalo been equipped with a marine airport," Maj Reuben H. Fleet, president of the manufacturing concern, said in announcing the launching. "We are uder a terrific handicap here. We must launch our flying boats in the Niagara or spend $5000 to ship them to the Atlantic seaboard. Also, this lack prevents us from making competitive bids for navy business."

New York Mirror, 5/15/1930

(NEWS photo)

JUST A LITTLE SPIN.—Without saying why, Col. Charles A. Lindbergh took a brief flight in this Fleetster monoplane over Roosevelt field, L. I., yesterday.

N.Y. Mirror 5/15/30

Lindy Up in Test; Yancey Hops Off For 30,000 Miles

Two notable aerial events took place yesterday at Roosevelt Field, Long Island, one being a short test hop in a new type plane by Col. Charles A. Lindbergh; the other the start of a 30,000 miles aerial cruise of Central and South America by the cabin monoplane Pilot.

The Pilot, a Stinson cabin ship, took off yesterday with Isadore Goldberg, president of the Pilot Radio & Tube Co., of Brooklyn; Zeh Bouck, radio operator, and Lewis A. Yancey as navigator. Goldberg planned to leave the plane at Washington for a visit with President Hoover.

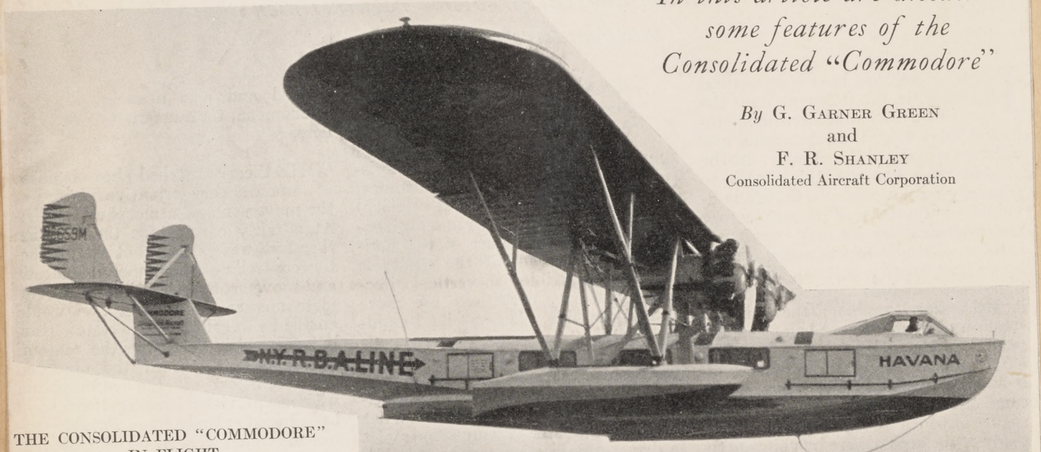
At Buenos Aires the Pilot plans to make a broadcast from the air on an international hook-up that will be heard in New York.

Colonel Lindbergh took the air yesterday in a Fleetster cabin monoplane, somewhat similar to the Lockheed in which he made his Coast-to-Coast hop with Mrs. Lindbergh. The ship is powered with a 525 horsepower Hornet engine. He brought the plane to earth again at 12:30 without incident and left in his car with R. H. Fleet of the Consolidated Aircraft Corp.

The Construction of an All-Metal Flying-Boat

In this article are discussed some features of the Consolidated "Commodore"

By G. Garner Green
and
F. R. Shanley
Consolidated Aircraft Corporation



THE CONSOLIDATED "COMMODORE" IN FLIGHT

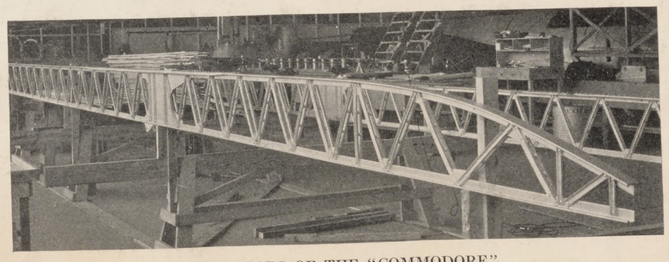
IN a flying boat of this type it is impossible to consider the structure as a whole: the hull is entirely separate from the wing and it represents a totally different problem in design. However, there are several interesting features to be noted in connection with the general design. The first of these is the all-metal construction, which is used for all of the structure excepting the covering of the wing and control surfaces, which is of fabric. Practically all of the structural material is duralumin, either in sheet or extruded form. Chrome-molybdenum steel is used for most of the important fittings, for parts subjected to vibration, and for some of the highly stressed struts. Heat treatment is used on both duralumin and steel parts in order to utilize the maximum strength of these materials.

The hull itself is 58 feet, 6¼ inches in length. At stations about one-half and three-quarters of the distance back from the bow, the bottom is broken by steps; the front step is the conventional type, consisting of an upward offset in the bottom lines of about four inches; the rear step is formed by curving in the side plating below the chine until the sides meet at the step. The maximum beam of the hull is 101 inches; the greatest depth from deck line to keel is 82½ inches. Over the pilot's cockpit a small cabin is built up to form the windshield and to enclose the pilot's compartment.

THE hull structure must serve two purposes: it must act as a sort of monocoque fuselage and must also serve as a boat structure. In the first case the forces due to the weight of the hull and its contents must be carried through the various members into the wing struts, from which comes the supporting force. Since these struts are attached at bulkheads 3 and 4, the whole structure can be considered as a sort of beam supported at these points and loaded at the various bulkheads. Under these conditions, the loads are carried into the keel members by means of the floor structure and from there into the bulkheads. The longitudinal stiffeners, in addition to taking their share of the tension and compression loads induced by the bending moment on the hull, serve to keep the skin from buckling or failing under the shear stresses imposed on it. They are themselves held in place and strengthened by the belt frames, which are not directly attached to the skin at any point.

In riding heavy seas, conditions are to be encountered in which the hull is supported by the wave crests, either at the center or near the two ends. These floating conditions are used in the analysis for ship hulls, but the "Commodore" is the first commercial flying boat in which the hull design has included a detailed analysis of these conditions. This analysis was first made by Mr. Roy A. Miller for the "XPY-1" flying boat, the Navy patrol plane which was the forerunner of the "Commodore."

The construction of the floats resembles that of the hull in many respects. They are made with two watertight bulkheads, to which the attachment fittings are riveted. Beltframes are used to support the longitudinal members. Vertical and diagonal members on the center line form a truss having the full depth of the float. Handholes in the deck plating are provided with removable watertight covers. Each of the three watertight compartments can be drained by means of a plug screwed in at the lowest point on the bottom.



WING SPARS OF THE "COMMODORE"
The web system used is of the Warren truss type.

(*Continued on page 158*)

The Construction of an All-Metal Flying-Boat

(*Continued from page 136*)

THE "Commodore" wing, which is of normal two-spar design, is braced with Warren type trusses in the planes of the front and rear spars. The structure is braced against unbalanced loads by means of tie-rods extending from the hull center-line fitting to the center-section end fittings. Crossed tie rods, in fore-and-aft planes brace the outboard floats against loads in the drag direction.

The wing is made in three panels, an 18-foot center section and two outer panels, each 41 feet in length, making a span of 100 feet from tip to tip. The chord is constant at 138 inches, there is no sweep back, and the outer panels have 2 degrees dihedral. With the exception of the diagonal drag bracing, all the main structure is of duralumin.

The spar design was developed as a result of a static test on an outer panel front spar. From this test, design methods were developed which could be applied to other spars of similar construction; that is, reliable methods were determined for computing the actual and allowable stresses. The compressive strength of each type of web member was also determined by static test. In order to duplicate as nearly as possible the actual working conditions, each test specimen was riveted between two short lengths of bulb tee section just as it would be in the actual spar.

In the center section, the presence of gasoline tanks which occupy most of the space between spars, makes the use of the usual strut-and-wire-drag bracing impracticable. A metal covering of sufficient strength and rigidity to carry the drag shears was therefore designed for the upper surface of that portion of the wing, between spars only. It consists of a corrugated duralumin sheet having the corrugations parallel to the spars, with a smooth sheet of the same material riveted to the outer surface. Additional stiffness was provided by a number of extruded duralumin angles running normal to the spars. The lower spar flanges are given lateral support by four longitudinal members which act as supporting beams for the gas tanks. The metal covering also serves as a walk-way over the center section.

The "Commodore" ribs are of the truss type and are made up as a unit, *i.e.*, the cap strips are continuous over both front and rear spars. Both the cap strips and the trussing are formed from a special channel section having the outstanding legs flanged in. This section, which is drawn from .020 duralumin strip, combines the advantages of comparative cheapness with good structural efficiency. It is also adaptable to a simple type of joint made with standardized duralumin forgings.

G. Garner Green and F. R. Shanley are two of the junior members of the Consolidated Aircraft engineering staff. Mr. Green is a graduate of the Aeronautics Department at Stanford University; Mr. Shanley was graduated from Penn State as a Mechanical Engineer. They have worked on the design and structural analysis of the "Commodore" throughout its development, under the supervision of Mr. I. M. Laddon, the designer.

THE control surfaces, like the wing panels, are of fabric-covered, duralumin construction. The aileron spars are of the truss type with plane angle chord members and light channel web members. Torsional strength and rigidity is provided by a box-like structure of duralumin sheet, suitably stiffened with bulkheads. This box structure is shaped to give the aileron the desired nose contour. A structure of this type is very convenient for the Frise type aileron used on the "Commodore." The ribs consist of formed, channel section cap-strips and zee-section vertical web members.

The design of the stabilizer, elevator and rudder, which are externally braced, is essentially the same. The front and rear elevator spars are of the truss type, built up of extruded sections. The torsion members of both the elevator and the rudders are box sections constructed of duralumin sheet. The ribs are similar to those used in the ailerons.

The fabric-covered, metal-structure type of construction used in the "Commodore" wings and control surfaces has several distinct advantages over all-metal construction, particularly as applied to externally braced structures. In such designs, a stiff covering is not usually required as a means of obtaining torsional strength and rigidity so that unless the metal covering can be made to resist some of the bending moment, as it is not, in most cases, it is just so much excess baggage. The stresses due to drag loads can be handled much more efficiently by the usual tie-rod drag bracing. In nearly every case, the fabric-covered structure can be made lighter than the corresponding metal-covered job. Then, the fabric-covered wing can usually be built more easily and cheaply. Metal-covered wings nearly always entail an excessive amount of riveting, some of which is sure to be difficult, laborious and expensive. Another important advantage of fabric-covered metal wings over the all-metal type is the greater ease of inspection inherent in the former type. When the fabric is replaced, as it should be at certain intervals, or after a crack-up, the structure can be given a thorough examination for minor failures that could not be observed from the outside, deterioration of the protective coating, and corrosion. With the usual type of metal-covered wing such an inspection is difficult or impossible. This feature should be seriously considered by aircraft operators, who are primarily concerned with the safety of their passengers and the durability of their airplanes.

Buffalo Evening News 5/24/1930

—Evening News Staff Photo.

Frank Goldsborough, 19-year-old world's champion Junior pilot, dropped in at the Consolidated airport, Military road, Friday after a flight from New York. The boy aviator was greeted by R. W. Fulton, manager of the airport.

BUFFALO EVENING NEWS:

JUNE 6, 1930

FLEET AIRCRAFT PLANT IS NEARING COMPLETION

Construction of the new Fleet Aircraft company of Canada plant in Gilmore road, Fort Erie, has been virtually completed and work has been commenced on four Fleet training planes, the first to be turned out by the new concern, which is a subsidiary of the Consolidated Aircraft corporation, 2050 Elmwood avenue, Buffalo.

A force of 25 men, some from the Buffalo plant, is at work and this number will be increased as business warrants, according to William J. Sanderson, president of the company and general manager of the plant.

32-PASSENGER FLYING BOAT TO BE LAUNCHED

Buffalo News 6/7/1930

Notables Invited to Attend Special Event Tuesday.

When the cream and scarlet hull of the new 32-passenger Commodore flying boat, recently built in the Consolidated Aircraft corporation plant, 2050 Elmwood avenue, is lowered into the waters of the Niagara river Tuesday, the largest craft of its kind ever constructed in America will have been launched.

Col. Charles A. Lindbergh and other notables of aeronautics have been invited to be present at the ceremony by Maj. Reuben H. Fleet, president of the Consolidated company. William P. Stout, William B. Mayo and Capt. F. T. Courtney of the Ford-Stout Motor company are among those expected to attend.

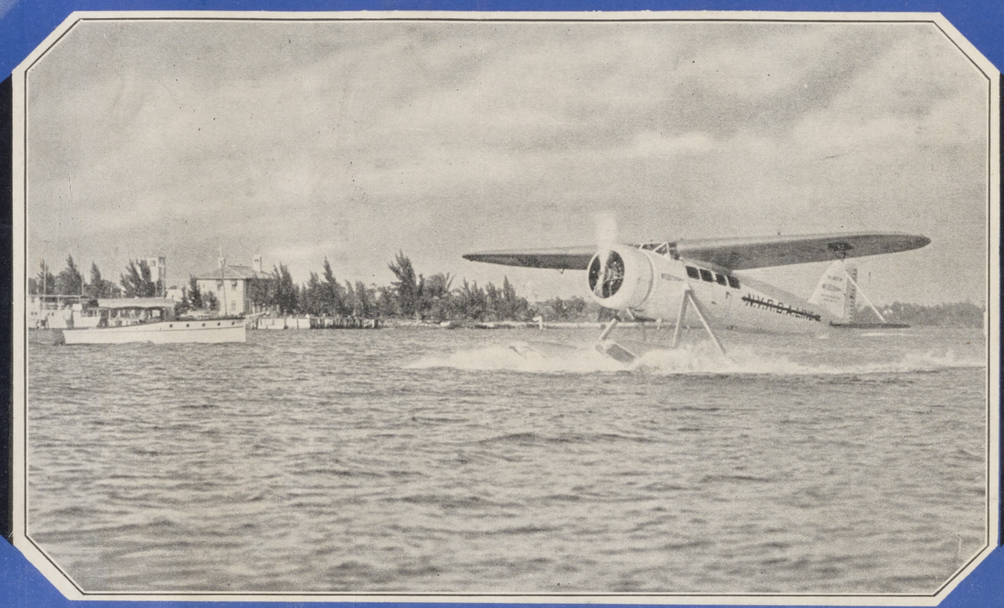
The new Commodore has been built to carry an unprecedented useful load and to fly with full load on either of its two motors. The craft is for delivery to the New York, Rio & Buenos Aires Line, Inc., and will be placed in service in international runs in Latin and South America in competition with new large planes being developed in France and Germany.

The exact time of the launching and christening ceremony has not been decided.

MAY 2 3 1930

CANADIAN AIR REVIEW

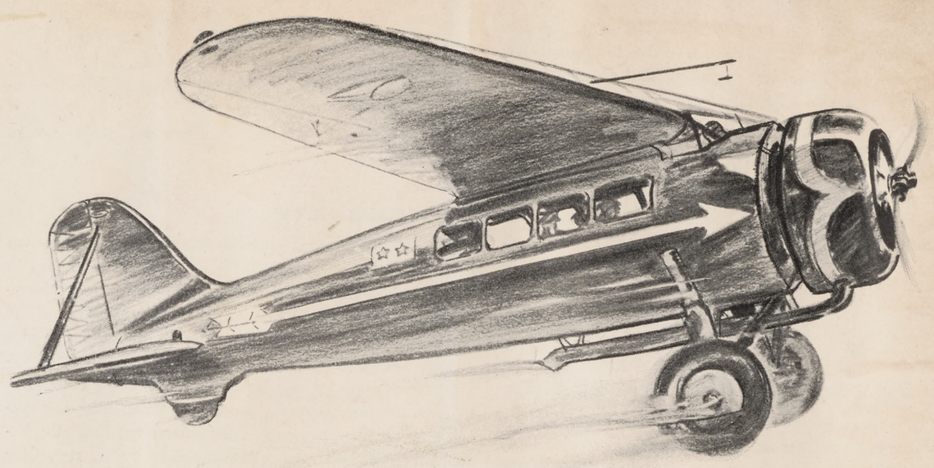
Canada's Foremost Aviation Magazine



Consolidated Fleetster of the New York-Buenos Aires Line.

MAY, 1930 **Price, 25c**

The National Aeronautic Review,
May, 1930.



CLAYTON KNIGHT

J.E. Fechet
Maj Gen'l AC
Chief of U.S.

THE FLAGSHIP of the Flying Fleet, this trim Fleetster was the plane used by Major General J. E. Fechet, Chief of the Army Air Corps. It is sketched here as it appeared above the Army air maneuvers at Sacramento. The artist is Clayton Knight, whose personal story of the demonstration appears in this number.

Canadian Air Review - May 1930

Production will be started May 1, by the recently organized Fleet Aircraft of Canada, Ltd., in its new plant at Fort Erie, Ont., according to company officials.

The Canadian company is an entirely separate organization from the Fleet and Consolidated companies of the United States, and the Fleet sport plane of the new plant will be manufactured under a Canadian Airworthiness Certificate. The company has been organized with a Dominion charter in Canada and is financed by Canadian as well as American capital.

The new plant is constructed of brick and steel and follows present practice in the daylight type of construction. All factory machinery will be of the newest type of construction systematically installed to facilitate the output.

For the first year the plant will be used exclusively for the manufacture of the Fleet Model 2 sport plane for both land and water use.

W. J. Sanderson, an official of the new company, is at present on a sales and demonstration tour covering most of southern Canada.

Although the Fleet has been on the American market only thirteen months it has assumed a position of leadership among planes of its type. During the past year more than 200 were sold and placed in daily use by training schools and individuals over the country.

Airway Age - June 1930

PRODUCTION was started May 1 at the new plant of Fleet Aircraft of Canada, Ltd., Fort Erie, Ontario. Model 2 sport planes are to be made exclusively for the first year.

Buffalo News - 6/12/1930

GIANT FLYING CRAFT TO TAKE AIR HERE

32-Passenger Air Liner to Rise from River Wednesday.

In the presence of many notables of the aviation world, the largest flying boat ever constructed in America, with a capacity of 32 passengers, will be launched Wednesday in the Niagara river. It is the latest type Commodore and will be used by the New York, Rio and Buenos Aires Line, Inc., on Central and South American runs. Delivery will be made soon by the Consolidated Aircraft corporation, 2050 Elmwood avenue, builders of the craft.

Although Col. Charles A. Lindbergh was invited to be present by Maj. Reuben H. Fleet, president of the company, it is still doubtful as to whether or not he will be able to come. Railway and aviation officials from Canada and Ford-Stout executives are expected. Among the latter will be William P. Stout, designer of the Ford all-metal airplane, William B. Mayor and Capt. F. T. Courtney.

A definite time for launching of the 32-passenger air liner has not been set, but the ceremony will take place during the afternoon. Demonstration flights will be made Thursday.

SEAPLANE LAUNCHING PLANNED LATE TODAY

Buffalo News - 6/11/1930

Last Adjustments Made on 30-Passenger Craft.

Last minute adjustments delayed the launching of the first of the new 30-passenger Commodores, the largest seaplane to be placed in service on any air line in the world, until late afternoon, it was announced Wednesday by Lawrence J. Bell, general manager of the Consolidated Aircraft corporation, builders of the craft.

The new ship exceeds in size any seaplane thus far produced by either Germany, France or England and gives the United States first place in operation of super seaplanes in South American service. Its launching follows two years of experimental work by the Consolidated engineers. Although foreign designers have been working for almost three years to perfect a plane of this type, they have not placed anything comparable in service, it is declared.

It is a development of the present 22-passenger Commodore now in use on the New York, Rio and Buenos Aires Line, Inc., and has been constructed to compete for foreign markets and international trade. Following the launching, demonstrations of the plane will be made Thursday, after which it will be delivered to the NYRBA line.

The new ship differs in its accommodations from the present Commodore in that passengers will enter it from the front. The salon-de-luxe seating six, is forward, with three regular eight-passenger compartments behind it. Two day beds are part of the equipment. The ship has two Pratt & Whitney Hornet motors.

Million Dollar Plane Order Is Received by Buffalo Firm

Buffalo Evening News — June 16, 1930

Consolidated Aircraft Corporation Will Build 71 Army Observation Airplanes for U. S. Government.

The Consolidated Aircraft corporation, 2050 Elmwood avenue, has received a repeat order from the United States government for 71 army observation airplanes at a cost of more than $1,000,000 through a wholly-owned subsidiary, the Thomas-Mrse Aircraft corporation, it was announced Monday.

The company is now working on a similar order for 71 Thomas-Morse observation planes, and with the present contract, it was announced that the United States army has standardized on this type of observation plane.

The new order, with spare parts, comes to $1,018,126. Deliveries on the first order are now being made at the rate of 20 airplanes a month, and will be completed in August or September, from which time the new contract will occupy this division of the plant until the end of the year.

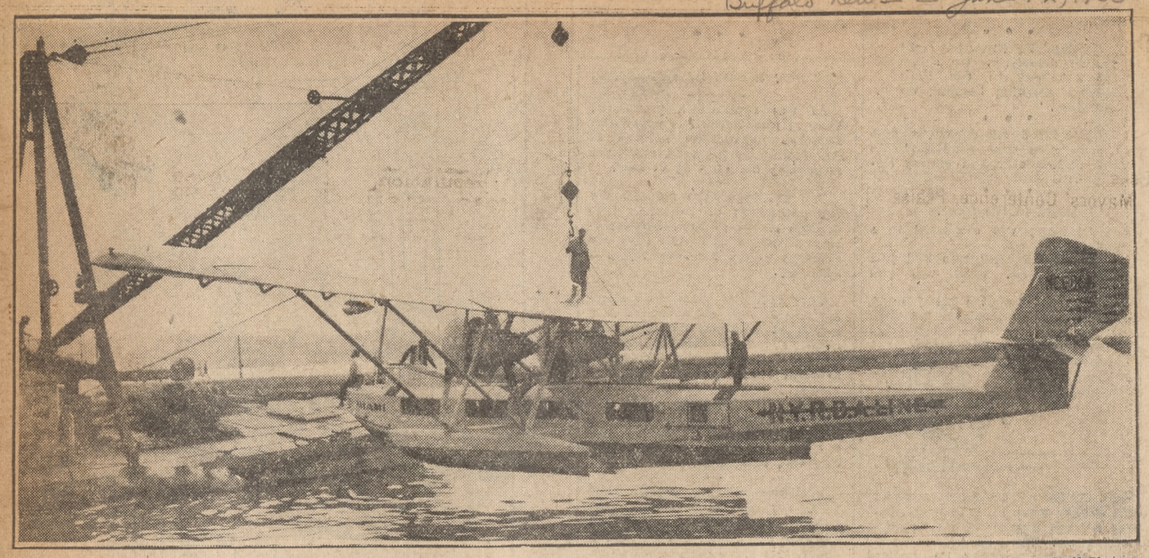
The planes are made under patents owned by Thomsa-Morse Aircraft, which was purchased by Consolidated Aircraft late in 1929. Of all-metal construction, the planes are of the semi-monocoque type originated by this company.

They will be powered by 425-horsepower Wasp motors, which the government will purchase from the Pratt & Whitney Aircraft company of Hartford, Conn.

Employment at the Consolidated Aircraft plant is now running at about 850 men, or considerably higher than at this time a year ago, although it is lower than the peak of about 1200 men reached during November and December, 1929.

— Launch Largest Plane Here

Buffalo News — June 12, 1930



—Evening News Staff Photo.

The Miami, largest flying boat ever constructed in the United States and latest addition to the New York, Rio and Buenos Aires Line, Inc., fleet, was launched from the arm of a giant derrick scow in the Niagara river at the foot of Austin street, Wednesday evening. The great 33-passenger craft made a brief flight and was anchored for the night. It was built by the Consolidated Aircraft corporation of Buffalo.

Nyrba and Seaboard Arrange Air-Rail Service

Aviation 6/7/30

NEW YORK (N.Y.)—Air-rail passenger service between this city and Buenos Aires, with arrangements for transfer of passengers from connecting lines serving the principal cities in the United States. For the present, NYRBA line will P. MacCracken, Jr., chairman of NYRBA line. The main feature of the new service is a reduction of 1 hr. 45 min. in the scheduled time of the New York-Florida Limited on the Seaboard Air Line Railway, so that it makes connections with NYRBA planes at Miami. Passengers will leave here at 6:40 p.m. Tuesdays, arriving in Miami at 8:30 Thursday mornings, and will be transferred immediately by motor bus to planes at Coconut Grove. The total time required to reach Rio de Janeiro will be eight days, and Buenos Aires may be reached in one day more. Connections will also be made with branch lines to Chile and Bolivia.

Co-ordinated passenger service has also been arranged with T.A.T.-Maddux Lines, Pennsylvania Railroad, Louisville & Nashville Railroad, Richmond, Fredericksburg & Potomac Railroad, and other lines. Through tickets to any point in the West Indies or South America will be sold by all these agencies, and northbound passengers may also arrange to buy tickets through to any of the principal cities in the United States. For the present, NYRBA line will continue to operate on a weekly schedule. In anticipation of increased traffic, two more Commodore flying boats have just been put in service, bringing the total number to nine, and five more are ordered.

REMOVING TRADE BARRIERS
TO
LATIN AMERICA'S BILLION DOLLAR MARKETS

VIA NYRBA'S GREAT SEAGOING AIRLINERS

PROVIDING the fastest and most comfortable way anywhere South, Nyrba's great seagoing airliners, operating over the world's longest single airline, save weeks of tedious travel time . . . reach Rio de Janeiro in 7 days and Buenos Aires in 8 days from the United States.

Rapid, direct passenger and express service is in operation to and from all parts of the United States and Canada, the West Indies and South America, in conjunction with the T. A. T.-Maddux Air Lines, the vast network of the Pennsylvania Railroad, the Seaboard Air Line Railway, and connecting and associated railroads. Train-to-plane direct transfer at Miami, (from whence Nyrba Airliners speed Southward), eliminates all delay.

For the first time in the history of our trade with Latin America, her most distant capitals are brought as near to us by Nyrba as Florida is to Oregon by rail—6½ days from Buenos Aires—5½ days from Rio to the United States. Exporters' representatives can now cover, via Nyrba, the entire Latin American market in 75 days . . . with 50 days local residence . . . as compared to 234 days required by existing lines of surface travel. In addition, Nyrba's local agents will cooperate in arranging itineraries and appointments in advance.

The West Indies and the East Coast region of South America, served only by Nyrba Air Lines, represent 75% of the population and 72% of the wealth of the billion dollar markets known to exporters as South America

AIR MAIL FROM SOUTH AMERICA
Providing fastest air mail service to the United States from Buenos Aires, Montevideo, Santos, Sao Paulo, Rio de Janeiro and all principal East Coast cities, Nyrba service saves days and weeks for important business correspondence. To keep in closer contact with your Latin American markets, speed orders and increase sales—instruct your South American agents to expedite their mail, orders, reports via Nyrba Air Mail.

They also expedite customs clearances and air express deliveries.

Exporters are urged to use Nyrba Air Express, which is provided on the fast air mail schedules, for the rapid delivery of samples, parts, and the many urgent articles commonly shipped by express at home but which have heretofore required weeks in transit to South America.

Nyrba's $2,500,000 fleet includes seagoing airliners on the through route, and an auxiliary fleet for passengers, mail and express between cities that are intermediate, or tributary to the through route. Nyrba airliners are the finest transport planes ever designed, and combine the utmost in travel speed, comfort and convenience. Flying low, in daytime only, they afford a bird's-eye view of the entire route. Always over a landing field assures safety. On your next trip South, travel via Nyrba. Expedite orders by air mail from South America. Speed up sales by Air Express.

PASSENGER SERVICE—TRADE EXTENSION TOURS
For full information apply to any principal office of Nyrba Air Lines; Pennsylvania Railroad, T. A. T.-Maddux Air Lines, Seaboard Air Line Railway and associated railroads.

NYRBA AIR EXPRESS—For full particulars address

NEW YORK, RIO & BUENOS AIRES LINE INC.
420 LEXINGTON AVENUE - NEW YORK

Largest U. S.-Built Flying Boat Launched From Niagara River

Buffalo News June 12, 1930

Miami, 33-Passenger Seaplane for New York, Rio Service, Undergoing Exhaustive Tests Today.

Just at dusk Wednesday evening the largest flying boat ever built in the United States roared over the waters of the Niagara river and rose on its maiden flight. It was the Miami, 33-passenger seaplane, designed for Central and South American service with the New York, Rio and Buenos Aires Line, Inc., and manufactured at the Consolidated Aircraft corporation plant, 2050 Elmwood avenue.

The Miami is the tenth Commodore-type seaplane to be delivered to the NYRBA line. The others are in regular service along the coast of South America and between Florida and Cuba.

The launching of the flagship, the Miami, took place shortly before 8 o'clock in the river at the foot of Austin street. This giant craft carries ten more passengers than any of her predecessors.

Exhaustive flight tests were being made Thursday by William B. Wheatley, chief test pilot for the company, who lifted the sky liner into the air for the first time Wednesday.

Mechanics worked on the ship until the last minute before the launching. It taxied at an angle across the river and out of a smother of spray rose into the air after a run of only 20 seconds.

Tragedy was narrowly averted as the leviathan took the air. A tiny motorboat stalled beneath the prow of the scow which started to steam downstream after lowering the seaplane into the water. Not until it was within a few feet did the owner's frantic efforts to crank the engine bear fruit. He sped away just in time.

The interior of the newest Commodore is the latest word in transportation vehicle decoration. The forward compartment seats six passengers and is equipped with two day beds. Behind this are three eight-passenger compartments, furnished luxuriously. There is a buffet, radio room and wash room. The ship carries a crew of five.

High speed of this new craft, powered with two Pratt & Whitney 575 horsepower Hornet engines with NACA cowling, will be 145 miles an hour. Cruising speed is about 110 and the ship lands at 55 or 60 miles.

Come Here for Army Plane

Buffalo News 6/19/1930

Maj. Gen. James E. Fechet, left, and Capt. Ira Eaker, pilot on the endurance plane Question Mark, photographed just before hopping off from the Consolidated Airport yesterday afternoon for Washington.

ARMY AIR CHIEF FLIES HERE TO ACCEPT PLANE

Returns almost immediately to Washington in ship built in Buffalo

Maj. Gen. James E. Fechet, chief of the United States army air corps, accompanied by Capt. Ira Eaker, flew to Buffalo yesterday afternoon, from Washington, to accept delivery of a passenger plane, built by the Consolidated Aircraft Corporation for the air corps. The two officers arrived at the Consolidated airport at 4 p. m. and after a short inspection of the Consolidated plant, hopped off for Washington in the new plane at 5.10 p. m.

The new plane has accommodation for seven passengers and a pilot. It will be for the personal use of Maj. Gen. Fechet. Its first service will be to carry Trubee Davidson, assistant secretary of war, to the dedication of Randolph field, San Antonio, Tex., at the end of this week, Gen. Fechet said.

A similar plane, for the use of Mr. Davidson, nominal head of army aeronautics, is under construction and will be delivered to the war department around July 1st, Ray Whitman, assistant general manager of Consolidated, announced yesterday.

FLEET

Uses

HEYWOOD STARTER

This beautiful de luxe Fleet selected by and delivered to the Hon. David S. Ingalls, Assistant Secretary of the U. S. Navy for Aeronautics is, like other Fleets, equipped with the famous Heywood Starter.

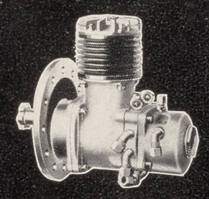
A long list of prominent private plane owners as well as leading aeroplane manufacturers select the Heywood Starter because of its ease of operation, its consistent dependability under all conditions and because of the great convenience afforded in starting from the pilot's seat.

The injection fuel principle—light weight—few moving parts—are some of the features of this most effective Starter.

Write for complete information.

SKY SPECIALTIES CORPORATION
3651 Hart Avenue Detroit, Michigan

SKY SERVICE



START-ER by HEYWOOD

BUFFALO, N. Y., FRIDAY MORNING, OCTOBER 17, 1930

BUFFALO COURIER EXPRESS

CLEVEL

SWIFT TRIP OF TREATY ACROSS U. S. COSTS LIFE

Army flier, escort for Japanese pact, crashes in blizzard

Mitchel Field, Oct. 16 (AP)—Carrying documents signifying Japan's ratification of the London naval treaty, Lieut. I. E. Woodring landed here tonight after a transcontinental journey by air from Victoria, B. C.

Lieut. Woodring arrived in a plane piloted by Lieut. Stanley Olmstead of Mitchel field, due to dangerous weather over the Alleghanies, the official messenger forsook at Cleveland the army pursuit plane in which he made most of the trip and transferred to the safer "Fleetster" ship piloted by Lieut. Olmstead.

The documents will be placed aboard the liner Leviathan, which sails Saturday for Southampton. The swift trip across country cost the life of one man, Lieut. William W. Caldwell, piloting an escort plane, who crashed in a blizzard near Lookout, Wyo., yesterday.

Crushed and broken in the wreckage of his plane, Caldwell's body was found today on a hilltop near Lockout in the rugged country, 70 miles west of here. It was apparent his plane had plunged to the ground at terrific speed during weather characterized by veteran mail fliers as "zero-zero"—no ceiling and no visibility.

Caldwell's flying companion, Lieut. Irving A. Woodring, whose plane bore the document of Japanese ratification of the London naval treaty, made his way through the storm and continued on his mission to New York from Victoria, B. C.

Army officers from Fort Francis E. Warren claimed the body of the dead airman.

Lieut. Woodring also was lost in the swirling snowstorm that cost his companion's life, but was able after two forced landings to make his way here. Bearing the valuable document, Woodring took off for the East early today.

The wreckage of Caldwell's plane was discovered by Ray W. Meskimen, air mail pilot, who sighted it from the air and reported to officials here. John Cable and Pat Gossett, air mail pilots, landed a searching plane a few feet from Caldwell's wrecked ship. They said the ground was level and a safe landing could have been made if there had been visibility.

A pump station operator about a mile and a half from the scene of Caldwell's crash timed the tragedy at about 2.20 p. m. yesterday.

Die Rationalisierung des Flugzeugbaues muß ebenso wie in anderen Industriezweigen die Verminderung der Verluste bei der Erzeugung herbeiführen. Die Ursachen dieser Verluste, in Amerika treffend mit „industrieller Vergeudung“ bezeichnet, müssen erkannt sein, ehe man an die Rationalisierung gehen kann. Nach den Ausführungen des Vortragenden lassen sich die Verluste drei großen Gruppen zuordnen: Verluste durch Maßnahmen der Auftraggeber, durch Eigenarten der Konstruktion und durch Eigenarten der Fertigungsstätten. Für den Flugzeugbau gibt es Arbeit erst nach langen Verhandlungen, dann aber mit sehr kurz bemessenen Lieferfristen, so daß etwa während 3 bis 4 Monaten mit Hochdruck geschafft werden muß. Dann leeren sich die Werkstätten wieder für Wochen und Monate. Das Wirtschaftsjahr des Flugzeugbaues besteht aus einer Aneinanderreihung von Zeiten scheinbarer Hochkonjunktur und wirtschaftlicher Depression. Die Sorge der Werkleiter gilt in viel höherem Maße als der Erledigung der Aufträge zuträglich ist, den Maßnahmen zur Ueberbrückung arbeitsarmer Zeiten. Die dadurch den Werken entstehenden Verluste müssen die Auftraggeber letzten Endes in Form von hohen Preisen bezahlen. Eine bessere Verteilung der Aufträge über das Arbeitsjahr liegt daher im Interesse der Auftraggeber, die natürlich auch durch Zufälle in ihrer Beweglichkeit behindert sind. Eine andere Ursache der Unwirtschaftlichkeit ist der zu häufige Bau von neuen Mustern. Auf drei bis vier Flugzeuge kommt durchschnittlich eine Neukonstruktion. Eine Zeit von 10 bis 18 Monaten zwischen Beginn der Verhandlungen und Lieferung eines Musterflugzeuges ist keine Seltenheit. Verzögernd und verlustbringend wirken sich veränderliche Entschlüsse des Auftraggebers während der Konstruktion, bei Beginn des Baues oder gar während desselben aus. Und zwar in einem höheren Maße, als in den Kreisen der Auftraggeber im allgemeinen angenommen wird. Da erfahrungsgemäß für den Preis eines Musterflugzeuges einschließlich der Konstruktionskosten 2 bis 3 Nachbauflugzeuge herzustellen sind, liegt in der Beschränkung des Baues neuer Muster eines der wirksamsten Mittel der Rationalisierung.

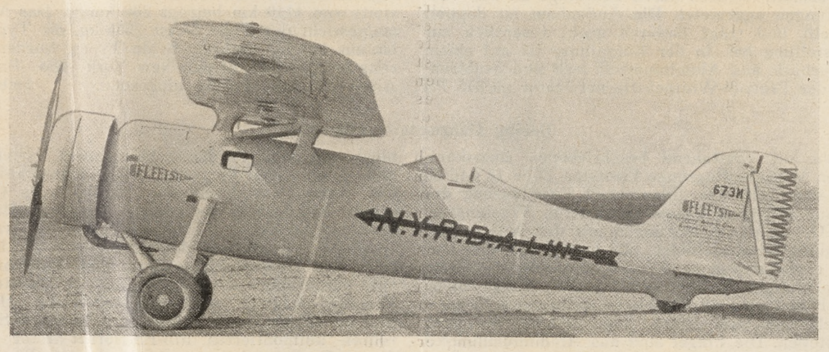
Aerodynamisch und statisch hoch entwickelte Flugzeuge erweisen sich meistens teuer in der Herstellung. Daraus darf man aber nicht folgern, daß eine Verbilligung der Herstellung zwangsläufig zu nicht tragbaren Verlusten an Flugeigenschaften führen muß. Bei einer relativ geringen Erhöhung des Flugwerkgewichts lassen sich durch Vermeidung teuerer Einzelheiten und Montage wesentliche Ersparnisse an Baukosten erzielen. Verwendung vieler gleicher Teile, Verminderung der Werkstoffarten und Halbzeugabmessungen, Verminderung der Maßgenauigkeit und Oberflächenbearbeitung usw. sind Möglichkeiten der Rationalisierung bei der Herstellung der Einzelteile. Vorrichtungen verbilligen den Zusammenbau. — Zum Schluß sprach der Vortragende über Grenzen und Zweckmäßigkeit der Rationalisierung und führte aus, daß ganz allgemein eine Rationalisierung, die zur Verminderung des Durchschnittseinkommen der Arbeiter und Angestellten führt, niemals eine wirtschaftliche Gesundung der Gemeinschaft bringen wird. Sie ist auch dort zwecklos, wo nicht das ganze Werk einer Rationalisierung unterzogen wird, wo den leitenden Persönlichkeiten die Initiative fehlt und nicht die Sicherheit besteht, daß die Neuordnung der Dinge im Werke erhalten bleibt. Der Vortragende schloß mit den Worten Hoovers: „Während wir allgemein glauben, daß große Fortschritte in der Lebenshaltung durch umwälzende Erfindungen herbeigeführt werden, findet man eine weit größere Ursache für solche Fortschritte in der ständigen Ausmerzung von Vergeudungen in unserer Wirtschaft“.

(Fortsetzung folgt).

NEUE FLUGZEUGBAUTEN

Consolidated Fleetster Type 17 und Type 20.

Die Auswertung der vom National Advisory Committee for Aeronautics in Amerika konstruierten und erprobten Verschalung für Sternmotore hat in Amerika zu neuartigen Rumpfkonstruktionen geführt, welche sowohl bei Verkehrsmaschinen, als auch bei Sportflugzeugen Eingang fanden. Diese Verschalung (kurz NACA-Verschalung genannt) besteht aus einem über den ganzen Sternmotor gezogenen Hohlring aus Aluminiumblech, durch welchen die Kühlungsluft um die Propellernabe zu den Zylindern eintritt und zwischen dem Rumpf und dem auf Stützen montierten Ringmantel wirbelfrei entlang des Rumpfes abströmt. Durch Anwendung der NACA-Verschalung wurde



Consolidated Fleetster Type 17.

THE GAZETTE. MONTREAL, ... 1932.

VICTIMS OF TRAFFIC

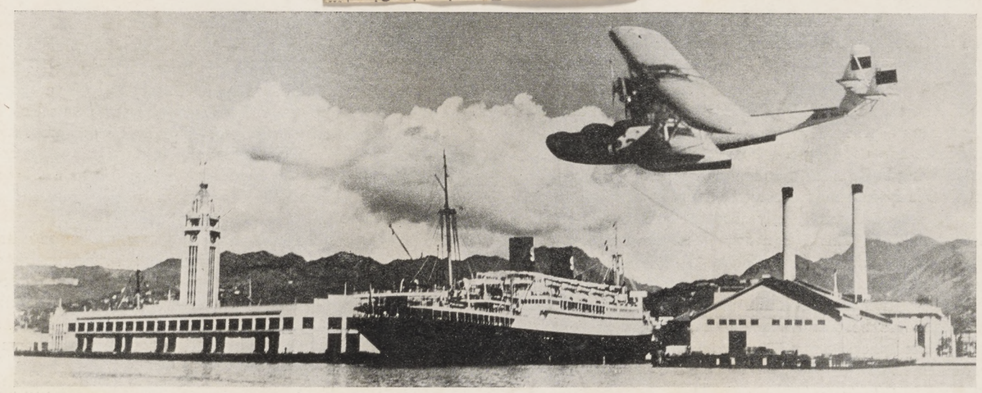
Two Men Seriously Injure While Crossing Streets

Two men were taken to th... St. Luc last night as a r... idents which occurr... and downtown se... The first accide... o'clock wh... years of a... was stru... crossi... ection ... stree... ...

Prospective Broadcasts Give Unusual Significance to September Show

The radio, not so long ago regarded as merely a medium of amusement, has come to take its place with the telephone and the motor car as virtually a necessity of modern life, for without it one finds difficulty in keeping abreast not only with a rich variety of delightful entertainment but also with much that is distinctly worthwhile in modern culture and in national, international and world events. This present-day trend gives especial significance to the eighth annual Radio Show, opening on Monday, September 26th and continuing until the following Saturday, and occupying the entire ninth floor of the Mount Royal Hotel, with entrance through the eighth floor.

Here will be assembled in attractive guise the very latest inventions and the most artistic models of an industry which in its short history has made unprecedented strides, and in which almost daily advances are being shown. Never before has investment in a radio been so justified, from the two standpoints of perfection of the product and its usefulness in permitting its possessor to follow the momentous happenings of the coming year. The closing weeks of the [illegible]



PEARL HARBOR LOOKED GOOD TO THE NAVY FLYERS

THE SIX NAVY CONSOLIDATED PATROL FLYING BOATS, EACH PROPELLED BY TWO WRIGHT *Cyclone* ENGINES, COMPLETED THE FIRST SUCCESSFUL SEAPLANE FLIGHT FROM SAN FRANCISCO TO HONOLULU AND ALSO THE LONGEST MASS FORMATION FLIGHT IN AVIATION HISTORY—2,414.8 MILES

In Formation to Honolulu

LIEUT. COMDR. L. D. WEBB, U.S.N.

ALL HONOLULU roared and screeched with the din of welcome at noon on January eleventh as six giant Navy seaplanes, under the command of Lieut. Comdr. Knefler McGinnis, loomed out of the northeast, thundered past the frowning battlements of Diamond Head, then over the glittering sands of Waikiki to dip in salute to the city and glide to a landing in the peacefully placid waters of Pearl Harbor. Their last contact with the earth was in San Francisco and 24 hours and 45 minutes of tough flying lay behind them, all of it in military formation. The occasion was the transfer of Patrol Squadron Ten from San Diego to its new base at Pearl Harbor. Just that and nothing more! Its accomplishment was a triumph of precision and organization, and resulted not only in the first successful seaplane flight to Honolulu but in the longest mass formation flight in aviation history.

The flight really began months ago in Norfolk, Va., where the squadron turned in its old type airplanes and was equipped with P2Y1 long-range flying boats, built for the Navy by the Consolidated Aircraft Corporation, of Buffalo, N. Y. After receiving the new airplanes and getting rid of all the bugs

Official Photograph U. S. Navy

LIEUT. COMDR. KNEFLER McGINNIS

Commander of Patrol Squadron Ten

usually found in newly built equipment, the squadron flew to Panama, thence up the west coast to San Diego. There they flew for a while with the fleet.

On January 9th preparations for the Honolulu flight were complete and the Squadron took off for San Francisco, there to refuel and await orders to proceed. In the lead plane with the squadron commander flew Admiral David F. Sellers, Commander in Chief of the U. S. Fleet. He made the flight to San Francisco to ascertain for himself the capabilities of the new long-range flying boats.

At San Francisco the airplanes were fueled and provisioned. Engines and propellers were given a final inspection, every detail of equipment was tested and made ready for the big adventure. On the morning of January 10th weather conditions along the route appeared to be favorable and a takeoff was ordered at noon. Here was the real problem of the flight, namely, to get the heavily loaded seaplanes into the air. There was no wind to help the takeoff and the waters of Paradise Cove glistened like a mirror in the bright sunlight. A beautiful sight and grand conditions for everything except the immediate task in hand.

THERE WAS NO WIND, but the Navy had prepared for that eventuality and proceeded to make an artificial gale to help the big airplanes into the air. Ahead of each plane two smaller flying boats taxied at high speed on the surface of the water in an attempt to blow them off. It was a slow process but it worked, and after a delay of about two hours the squadron swung into formation and headed out through the Golden Gate on its way to Honolulu.

Its destination was relatively a pinpoint in all that broad expanse of sea which is the Pacific Ocean. Moreover, the pin-point was 2,414.8 miles away and the distance had never before been flown by a seaplane. To assist the airplanes in the event of trouble and furnish radio bearings when needed, six ships were stationed along the route at intervals of from 300 to 400 miles. These ships, in the order of their positions from San Francisco, were the *Sandpiper, Schenck, Breese, Whippoorwill, Wright* and *Pelican*. None of these ships was needed for rescue work but they served to aid the flight with radio bearings and to keep an anxiously waiting world informed of the progress of the flight which hour after hour went forward with clocklike regularity.

LEAVING THE GOLDEN GATE at 2:25 P.M. in clear weather, the squadron set its course for the first station ship, the *Sandpiper*. At first the skies were clear but in a little while small tufts of low-flying clouds appeared. This boded ill for the long night hop ahead, and so it proved to be. At 5:52 P.M. the squadron passed over the *Sandpiper,* 300 miles at sea. Darkness came at 6:30 P.M. and at 7 o'clock the squadron ran into fog. The flyers dived to the surface of the sea hoping for clearer atmosphere there, but it was just as thick down there, so they climbed back to their cruising altitude and started flying blind.

By 7:30 P.M. the fog was a solid bank and the squadron opened out into sections for greater safety. For a time the airplanes were invisible to each other and became separated in the swirling mists. All continued on their assigned course, however, and kept in contact by radio. Fog continued and the pilots were forced to fly for long periods by instruments alone, depending upon the mechanical brain in the gyro directional instruments to tell them when their planes were flying straight and level. An occasional glimpse of the stars would make them think that the fog was now behind them, but in a moment or two it would come in as thick as ever.

At 8:30 P.M. the destroyer *Schenck* radioed to the squadron "You are bearing 61 degrees true from me do you desire searchlight?" McGinnis replied, "Turn on searchlight and train in northeast sector we are flying in fog." At 9:15 P.M. the squadron passed over and sighted the *Schenck,* then continued on its way through the mists. The fog continued until about 2:30 A.M., but the pilots and their well-trained crews were equal to the task and continued on, boring through the darkness, checking their radio bearings and watching for the next station vessel, the destroyer *Breese*. For a time plane number 10-P-5, piloted by Lieut. Jack Perry, was separated from the squadron and to the rest of the outfit he was "lost." However, in a short time he regained his position and radioed that he had rejoined the squadron.

THE FOG BEGAN TO DISSIPATE at 2:22 A.M. and the squadron picked up the searchlight of the *Breese* about 1,000 miles from the Golden Gate. At 2:35 A.M. the *Breese* was behind them and the pilots were flying easier in the clearing weather. From then on the picking up, passing and reporting of the various station vessels became a routine affair. Each contact was made as expected, the squadron never was out of position nor off its course, and the listening world marveled at the consistent regularity of its position reports.

At 4:55 A.M. the squadron passed over the *Whippoorwill*. At 6:45 A.M. the moon broke through the clouds and helped the outfit with an horizon, giving the pilots a well deserved break on their final downhill stretch. Daylight finally came after the long fifteen-hour night, made longer than usual because of the squadron's progress westward and owing to the interminable seven hours during which the pilots flew blind through fog.

A light tail wind aided the planes as they raced the last 600 miles down the path of the northeast trades. The sun shone at intervals and the squadron roared on, success within its grasp. While still more than 300 miles out, Lieutenant Commander McGinnis sent a message that thrilled the thousands waiting at the landing place:

> Request permission to land and moor at assigned berths

said he; the first Naval Commander in history to move a full squadron to a distant overseas base and carry out the flight as a routine movement of naval craft, even to the departure, position and arrival reports in customary service phraseology.

The sky around the island had turned to a splotchy gray and low clouds hung on the horizon when the squadron hove into sight northeast of the city. A great shout went up from the waiting thousands where Navy and Army men rubbed elbows with civilians. Honolulu had made it a holiday; and what a holiday it proved to be when the tired and sleepless crews of the six planes at last stepped again on solid earth. Honolulu took these thirty men to its heart with customary Hawaiian hospitality, but all they really wanted was a chance to sleep.

THE INSTANT MCGINNIS STEPPED ASHORE he encountered a microphone. On the other end of that device a breathless world waited to hear what he had to say. Probably no others so anxiously and proudly as the loved ones whose men had ridden the airplanes throughout the long night. In a moment the deep voice of McGinnis was heard.

"We are glad to be here in Hawaii," he said. "We are glad that the long trip is over. It was a good flight, but we ran into heavy clouds last night, despite favorable weather reports. The cloud banks continued until early this morning. On behalf of my command I accept your Aloha greeting. I know they all want to thank you in person for their hearty welcome."

Then he tried to back away from the microphone but the crowd would not let him go, so back to it he went to introduce each member of his own crew.

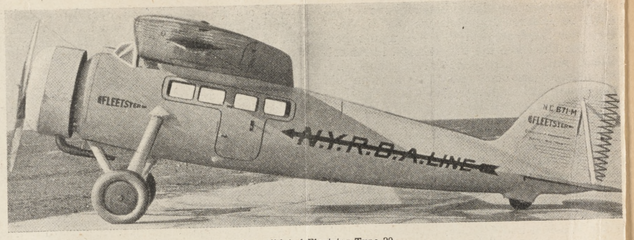
A proud Skipper, proud of his command!

A roar of laughter greeted Lieut. Hank McRoberts, pilot of 10-P-2, when he answered the cheering of the crowd by shouting: "I want sleep! I'll never go to anybody's home! Who's got a bed in the crowd?"

Pressed for more information, McGinnis said: "We could have gone on to Midway if necessary as we have about eight hours' gas left. There was enough fuel aboard for a 36-hour flight. To me it was just another long all-night hop. We made several all-night hops around San Diego and up the coast of Mexico."

Finally when the shouting and handshaking had subsided, the crews of the six big seaplanes were escorted to their new quarters for a light meal and some heavy sleep. Out in the harbor their

"Over"



Consolidated Fleetster Type 20.

eine 10 bis 15 perzentige Steigerung der Fluggeschwindigkeit durch Verminderung des Motorluftwiderstandes erzielt. Nach den bereits vor Jahren durch die Lockheed Aircraft Corp. in Los Angeles versuchsweise ausgeführten Bauten mit der NACA-Verschalung, wurde dieselbe nunmehr auch bei vielen anderen amerikanischen Flugzeugfirmen eingeführt, von denen wir zwei typische Vertreter herausgreifen wollen.

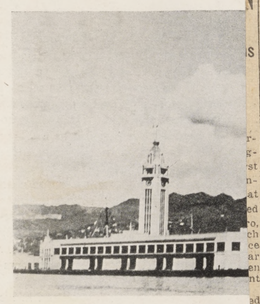
Die Consolidated Aircraft Corp. in Buffalo, N. Y., die sich bisher fast ausschließlich dem Bau von Schulflugzeugen für die amerikanische Armee und Marine gewidmet hatte, wendet sich nun auch dem Bau von Verkehrsflugzeugen zu und hat ihre Typen 17 und 20 vor kurzem herausgebracht. Konstruktiv sind beide Typen gleich und stellen einen freitragenden Hochdecker mit Metallrumpf und Holzflügel dar. Die Type 17 ist eine reine Verkehrsmaschine, deren trapezoidale, dickprofilierte Tragfläche direkt auf dem Rumpf aufsitzt und den kabinenartig verschalten Pilotensitz vor dem Anblasrand des Flügel untergebracht hat. Der Rumpf ist ein stromlinienförmiger Metall-Monocoque und hat von der Motorverschalung bis zum äußersten rückwärtigen Ende kreisrunden Querschnitt. Er ist aus drei Hauptspanten, an welchen der Tragflügel und das Fahrgestell befestigt sind, zwei weiteren Hauptspanten im Schwanz und einer Anzahl von leichteren Zwischenspanten aufgebaut. An diese Hauptspanten ist die tragende Außenhaut aus Aluminiumblech angenietet, welche überdies gegen lokale Spannungen durch angenietete Längsversteifungen verstärkt ist. Die leichten Zwischenringspanten sind nicht an die Außenhaut, sondern durch Beschläge an den Versteifungen angenietet. Die Außenhaut ist doppelt gewellt und trägt dadurch noch wesentlich zur Versteifung bei. In der Rumpfnase ist auf einem Motorbock aus Aluminiumrollblech und Stahlrohren der Pratt-&-Whitney-Hornet-Motor zu 575 PS aufmontiert. Dahinter liegt der zweiplätzige
tenraum mit Doppelsteuer und die sechspl
Fluggastkabine. Hinter der Kabine ist noc
Gepäcksraum untergebracht. Die Steuerorga
stehen aus einer fixen Kiel- und Dämpfungs
und unentlastetem Höhen- und Seitenruder
achsenlose Fahrgestell wird aus zwei, unte
Rumpfmitte angelenkten V-Strebenpaaren
zwei Federbeinen gebildet. Statt dem Sch
sporn trägt diese Maschine ein sorgfältig
linienförmig verkleidetes Laufrad mit Niederd
Luftreifen.

Die Type 20 ist der Type 17 fast gleich
sitzt der Tragflügel nicht auf dem Rumpf
sondern ist auf einem 30 cm hohen Strebe
chin über dem Rumpfe befestigt. Außerde
findet sich der offene Pilotensitz hinter de
bine und dem Tragflügel. Die Kabine die
diesem ausschließlich der Postbeförderun
stimmten Flugzeug zur Aufnahme von G
kann jedoch auch über Wunsch für fünf
gäste und Post eingerichtet werden.

Bei beiden Flugzeugtypen besteht der Trag
aus Holzkastenholmen, Sprucerippen und i
Sperrholz verkleidet. Die Profildicke und
nimmt nach den Flügelenden zu gleichmäß
Beide Typen können auch mit Schwimmer
sehen werden. Bemerkenswert ist an diese
bauten die außerordentliche Reinheit der
wobei größtes Gewicht auf Vermeidung s
cher Luftwiderstände gelegt wurde. Die T
hat mit voller Nachtflugausrüstung und 450
Betriebsstoff für Reiseflug mit 240 km/St
zahlende Nutzlast von 765 kg. Die Höchstges
digkeit mit 675 Liter Betriebsstoff für eine
weite von 1110 km beträgt 280 km/St. Das
malgewicht der Type 20 ist 2655 kg, die T
ist um 135 kg leichter. Beide Typen wurd
reits erfolgreich auf der New York—Rio—B
Aires-Luftverkehrslinie eingesetzt. Fr

Boeing Ganzmetall „Monomail".

Wie die vorstehend beschriebenen amerikanischen Verkehrsflugzeuge Fleetster Type 17 und 20 hat sich auch das „Monomail" Postflugzeug der Boeing Airplane Comp. in Seattle, Washington, auf Grund der Erfahrungen mit der NACA-Verschalung herausgebildet, nur handelt es sich hier um einen ausnehmend rein konstruierten Ganzmetalltiefdecker. Die rechteckigen, dickprofilierten Flügel sind an Flügelstummeln angeschlossen, welche mit dem Rumpf eine fixe Konstruktion darstellen. Die Flügel sind aus Aluminiumsparren und Rippen aufgebaut und mit glattem Aluminium-
blech verkleidet. Sie haben beträchtlich V-St
und geben dem Flugzeug große Eigenstal
Der Rumpf hat durchlaufend kreisrunden
schnitt und besteht aus genieteten Holmen,
spanten, Längs- und Querversteifungen,
ebenfalls mit glattem Aluminiumblech ver
sind. Die Hauptspanten hinter dem Pilote
sind ausgeschnitten und gestatten den Zutri
Trimmvorrichtung der Dämpfungsfläche.
dem auf einem Motorbock aus geschweißten
rohren aufmontierten 575-PS-Hornet-Motor
die große Frachtkabine, die durch eine Tü



PEARL

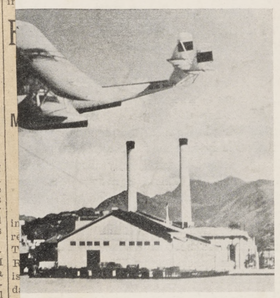
THE SIX NAVY CONSOLIDATED PATROL FR
SUCCESSFUL SEAPLANE FLIGHT FROM SA

In H

LIEU

ALL HONOLULU roared and screeched with the din of welcome at noon on January eleventh as six giant Navy seaplanes, under the command of Lieut. Comdr. Knefler McGinnis, loomed out of the northeast, thundered past the frowning battlements of Diamond Head, then over the glittering sands of Waikiki to dip in salute to the city and glide to a landing in the peacefully placid waters of Pearl Harbor. Their last contact with the earth was in San Francisco and 24 hours and 45 minutes of tough flying lay behind them, all of it in military formation. The occasion was the transfer of Patrol Squadron Ten from San Diego to its new base at Pearl Harbor. Just that and nothing more! Its accomplishment was a triumph of precision and organization, and resulted not only in the first successful seaplane flight to Honolulu but in the longest mass formation flight in aviation history.

The flight really began months ago in Norfolk, Va., where the squadron turned in its old type airplanes and was equipped with P2Y1 long-range flying boats, built for the Navy by the Consolidated Aircraft Corporation, of Buffalo, N. Y. After receiving the new airplanes and getting rid of all the bugs



VY FLYERS

IGHT *Cyclone* ENGINES, COMPLETED THE FIRST
NGEST MASS FORMATION FLIGHT IN AVIATION

nolulu

U.S.N.

capabilities of the new long-range flying boats.

At San Francisco the airplanes were fueled and provisioned. Engines and propellers were given a final inspection, every detail of equipment was tested and made ready for the big adventure. On the morning of January 10th weather conditions along the route appeared to be favorable and a takeoff was ordered at noon. Here was the real problem of the flight, namely, to get the heavily loaded seaplanes into the air. There was no wind to help the takeoff and the waters of Paradise Cove glistened like a mirror in the bright sunlight. A beautiful sight and grand conditions for everything except the immediate task in hand.

THERE WAS NO WIND, but the Navy had prepared for that eventuality and proceeded to make an artificial gale to help the big airplanes into the air. Ahead of each plane two smaller flying boats taxied at high speed on the surface of the water in an attempt to blow them off. It was a slow process but it worked, and after a delay of about two hours the squadron swung into formation and headed out through the Golden Gate on its way to Honolulu.

Its destination was relatively a pinpoint in all that broad expanse of sea which is the Pacific Ocean. Moreover, the pin-point was 2,414.8 miles away and the distance had never before been flown by a seaplane. To assist the airplanes in the event of trouble and furnish radio bearings when needed, six ships were stationed along the route at intervals of from 300 to 400 miles. These ships, in the order of their positions from San Francisco, were the *Sandpiper, Schenck, Breese, Whippoorwill, Wright* and *Pelican*. None of these ships was needed for rescue work but they served to aid the flight with radio bearings and to keep an anxiously waiting world informed of the progress of the flight which hour after hour went forward with clocklike regularity.

LEAVING THE GOLDEN GATE at 2:25 P.M. in clear weather, the squadron set its course for the first station ship, the *Sandpiper*. At first the skies were clear but in a little while small tufts of low-flying clouds appeared. This boded ill for the long night hop ahead, and so it proved to be. At 5:52 P.M. the squadron passed over the *Sandpiper*, 300 miles at sea. Darkness came at 6:30 P.M. and at 7 o'clock the squadron ran into fog. The flyers dived to the surface of the sea hoping for clearer atmosphere there, but it was just as thick down there, so they climbed back to their cruising altitude and started flying blind.

By 7:30 P.M. the fog was a solid bank and the squadron opened out into sections for greater safety. For a time the airplanes were invisible to each other and became separated in the swirling mists. All continued on their assigned course, however, and kept in contact by radio. Fog continued and the pilots were forced to fly for long periods by instruments alone, depending upon the mechanical brain in the gyro directional instruments to tell them when their planes were flying straight and level. An occasional glimpse of the stars would make them think that the fog was now behind them, but in a moment or two it would come in as thick as ever.

At 8:30 P.M. the destroyer *Schenck* radioed to the squadron "You are bearing 61 degrees true from me do you desire searchlight?" McGinnis replied, "Turn on searchlight and train in northeast sector we are flying in fog." At 9:15 P.M. the squadron passed over and sighted the *Schenck*, then continued on its way through the mists. The fog continued until about 2:30 A.M., but the pilots and their well-trained crews were equal to the task and continued on, boring through the darkness, checking their radio bearings and watching for the next station vessel, the destroyer *Breese*. For a time plane number 10-P-5, piloted by Lieut. Jack Perry, was separated from the squadron and to the rest of the outfit he was "lost." However, in a short time he regained his position and radioed that he had rejoined the squadron.

THE FOG BEGAN TO DISSIPATE at 2:22 A.M. and the squadron picked up the searchlight of the *Breese* about 1,000 miles from the Golden Gate. At 2:35 A.M. the *Breese* was behind them and the pilots were flying easier in the clearing weather. From then on the picking up, passing and reporting of the various station vessels became a routine affair. Each contact was made as expected, the squadron never was out of position nor off its course, and the listening world marveled at the consistent regularity of its position reports.

At 4:55 A.M. the squadron passed over the *Whippoorwill*. At 6:45 A.M. the moon broke through the clouds and helped the outfit with an horizon, giving the pilots a well deserved break on their final downhill stretch. Daylight finally came after the long fifteen-hour night, made longer than usual because of the squadron's progress westward and owing to the interminable seven hours during which the pilots flew blind through fog.

A light tail wind aided the planes as they raced the last 600 miles down the path of the northeast trades. The sun shone at intervals and the squadron roared on, success within its grasp. While still more than 300 miles out, Lieutenant Commander McGinnis sent a message that thrilled the thousands waiting at the landing place:

> Request permission to land and moor at assigned berths

said he; the first Naval Commander in history to move a full squadron to a distant overseas base and carry out the flight as a routine movement of naval craft, even to the departure, position and arrival reports in customary service phraseology.

The sky around the island had turned to a splotchy gray and low clouds hung on the horizon when the squadron hove into sight northeast of the city. A great shout went up from the waiting thousands where Navy and Army men rubbed elbows with civilians. Honolulu had made it a holiday; and what a holiday it proved to be when the tired and sleepless crews of the six planes at last stepped again on solid earth. Honolulu took these thirty men to its heart with customary Hawaiian hospitality, but all they really wanted was a chance to sleep.

THE INSTANT MCGINNIS STEPPED ASHORE he encountered a microphone. On the other end of that device a breathless world waited to hear what he had to say. Probably no others so anxiously and proudly as the loved ones whose men had ridden the airplanes throughout the long night. In a moment the deep voice of McGinnis was heard.

"We are glad to be here in Hawaii," he said. "We are glad that the long trip is over. It was a good flight, but we ran into heavy clouds last night, despite favorable weather reports. The cloud banks continued until early this morning. On behalf of my command I accept your Aloha greeting. I know they all want to thank you in person for their hearty welcome."

Then he tried to back away from the microphone but the crowd would not let him go, so back to it he went to introduce each member of his own crew.

A proud Skipper, proud of his command!

A roar of laughter greeted Lieut. Hank McRoberts, pilot of 10-P-2, when he answered the cheering of the crowd by shouting: "I want sleep! I'll never go to anybody's home! Who's got a bed in the crowd?"

Pressed for more information, McGinnis said: "We could have gone on to Midway if necessary as we have about eight hours' gas left. There was enough fuel aboard for a 36-hour flight. To me it was just another long all-night hop. We made several all-night hops around San Diego and up the coast of Mexico."

Finally when the shouting and handshaking had subsided, the crews of the six big seaplanes were escorted to their new quarters for a light meal and some heavy sleep. Out in the harbor their

"Over"

THE GAZETTE, MONTREAL, WEDNESDAY, JULY 20, 1932.

RVICE TO ERNUE

VICTIMS OF TRAFFIC

Two Men Seriously Injured While Crossing Streets

Two men were taken to the St. Luc last night as a re- idents which occurred and downtown sec- The first accident o'clock when years of age, was struck e crossing ection of streets, uffering have

lbert Jean by tre is

RAIL EXECUTIVES FLY HERE FROM U.S.

Flight From Buffalo Undertaken to Test Out Fleetster Machine

THORNTON IS SURPRISE

Deny Presence Here Has Anything to Do With His Resignation—Merely a Coincidence

Flying from Buffalo to St. Hubert Airport to test out the performance of the new Fleetster airplane, four officials of the Pennsylvania Railroad, the president of the H. H. Robertson Company, of Pittsburgh, Pa., and Major R. H. Fleet, president of the Consolidated Aircraft Corporation, of Buffalo, N.Y., remained over night in Montreal, and will return to the American city today, planning to leave St. Hubert Airport about noon.

Interviewed at the Ritz-Carlton Hotel last night, the Pennsylvania officials denied that their flight to Montreal had any connection whatsoever with the future plans of Sir Henry Thornton. J. F. Deasy, vice-president of the central region of the Pennsylvania system, stated that it was merely a coincidence that he and other railway officials should visit Montreal on the day that Sir Henry's resignation as head of the Canadian National Railways was announced.

"The news was a complete surprise to me," he declared, "and I was greatly shocked to pick up a newspaper and read the official announcement soon after our arrival at St. Hubert Airport this morning. Only a month ago I understood that Sir Henry was to remain as president of your National system for at least two or three more years. We have always had great faith in Sir Henry's ability as a railroader."

Mr. Deasy and the other railroad officials explained that their company is a large stockholder in the Transcontinental and Western Air Corporation, operators of Los Angeles-New York air passenger line, and that as this concern contemplated the improvement of its equipment by the purchase of more up-to-date planes, the flight from Montreal to Buffalo was made as a trial test run.

The 370-mile journey from Buffalo to St. Hubert was flown in two hours and 23 minutes and had proved so satisfactory that seven Fleetster 9-passenger planes, having a cruising speed of 150 miles per hour, will be ordered immediately and placed on the coast-to-coast air route within the next month in place of machines being used now having a cruising speed of 116 miles per hour, Mr. Deasy stated.

30 CENTS PER MILE.

Major R. H. Fleet, president of the airplane company, said that these single motor machines are safer and more economical than tri-motor planes and cost about forty per cent. less to build. They may be operated for only 30 cents per mile which compares with 70 cents to $1.40 per mile for a tri-motor. He believes that this will ultimately mean the end of government air subsidies as such a low operation cost will allow air lines to make a profit while providing the public with a safe and comparatively cheap form of transportation.

No Royal Canadian Air Force pilots have lost their lives since the Canadian Government purchased 20 Fleet standard biplanes for training at Trenton, Ont., Major Fleet added, stating that the Canadian factory is situated at Fort Erie, with Jack Saunderson, as president of the Canadian branch.

Harold H. Robertson, president of the H. H. Robertson Company, of Pittsburgh, declared that he had accompanied the party to Montreal to exhibit samples of hangar and shed material manufactured by his firm which has branches at Sarnia, Ont., and Elesmere Port, on the Manchester ship canal, in England. Born in Saint John, N.B., Mr. Robertson was employed by Drummond, McCall and Company, Ltd., and Canada Iron Foundries, of this city, before moving to Pittsburgh to form his own firm. Twenty-one years ago a special asbestos-coated steel, manufactured by this firm, was used in the construction of piers 18, 19, 24 and 25, of the local harbor. The material for the Akron hangar, the largest in the world, and for the Canadian Copper Refineries, at Montreal East, the Noranda, International Nickel, and Consolidated Mining and Smelting plants, was also supplied by this firm.

Those arriving at St. Hubert Airport in the Fleetster machine were: J. F. Deasy, vice-president, central region, Pennsylvania Railroad, with offices at Pittsburgh; R. M. Flocker, general passenger traffic manager of the railroad, also of Pittsburgh; F. D. Davis, general superintendent of Buffalo; Harold H. Robertson, president of the H. H. Robertson Company, of Pittsburgh; Major R. H. Fleet, president of the Consolidated Aircraft Corporation, of Buffalo; and Captain William B. Wheatley, chief test pilot, who was at the controls on the flight to Montreal. The party was met here by Col. Charles D. Young, vice-president in charge of purchases for the Pennsylvania Railroad system, who came to Montreal by train.

OCTOBER 19
1935

DEDICATION DAY

SPECIAL
ISSUES

OF

SAN DIEGO NEWSPAPERS

WELCOME TO SAN DIEGO, CONSOLIDATED!

SOUTHWESTERN AIR NEWS

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5 cents per copy

VOL I. SAN DIEGO, CALIFORNIA, SATURDAY, OCTOBER 19, 1935 NUMBER 1

DEDICATE NEW PLANT SUNDAY

ARMY FLYERS TO BASE AT MARCH FIELD

PLANS ANNOUNCED BY NINTH CORPS AREA COMMANDER

By FRANK HAVEN

San Diego will become primarily a Navy capital after November 1. This fact adds substantially to the claim that San Diego is truly "The Air Capital of the West."

On that date the Navy gains exclusive possession of the entire area on North Island, with the Army Air Corps evacuating Rockwell Field for March Field at Riverside.

The Sunnyvale air base will be the home of the Army's 19th Airship Squadron now stationed at Langley Field Va., Major General Paul B. Malone, Ninth Corps Area commander, announced today in San Francisco.

The 19th Bombardment Group, GHQ, now at Rockwell Field, had been expected to be sent to the Sunnyvale base, received by the Army in a "swap" for the Army's portion of North Island.

The 19th Bombardment Group will go to March Field at Riverside, Rockwell Field officers said. Part of the station complement will go to Sunnyvale. Whether the Rockwell Aid Depot with its $30,000,000 in equipment will go to Sunnyvale or March Field has not been announced officially.

The Army is scheduled to move the 16th bombardment squadron off the island by October 25. It is said this group will be transferred

(Continued on Page Five)

Adm. King Sees Great Future For Naval Air Base

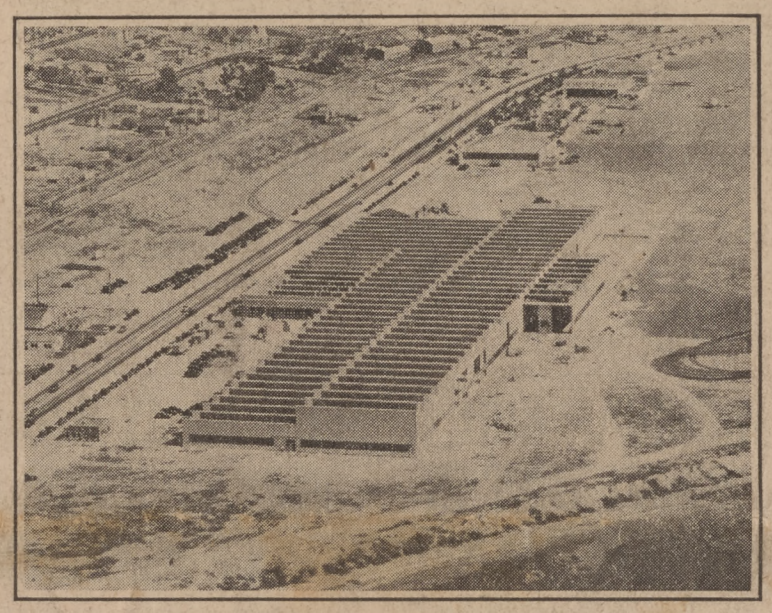
Admiral Ernest J. King, chief of the Navy's Bureau of Aeronautics and former commander of the aircraft carrier Lexington, on a recent visit to this city predicted that San Diego would soon become the greatest air base in the world.

Admiral King, arriving for a week's inspection and tour of Naval Air units, considered the problems of expansion and development of the Navy's new territory on North Island.

After a conference with Vice Adm. Henry V. Butler, commander of the aircraft battle force, and Rear Adm. W T. Tarrant, commandant of the 11th Naval District, he made the statement that the San Diego Base would undoubtedly become the greatest of all air units.

The Admiral devoted part of his stay here in discussing plans for the new field. The completed plans will be presented to Congress for approval and the necessary money appropriations to carry out the great enterprise.

New Million Dollar Plant



Huge, newly completed factory of the Consolidated Aircraft Corporation on Lindbergh Field, now employing 800 men in the manufacture of Army and Naval aircraft for the United States Government

—Photo by H. A. Erickson, "The Flying Photographer"

GROWTH IN AIR TRAVEL CITED IN HUGE 'GAS' ORDER

3,600,000 Gallons of Aviation Gasoline to United Air

Three million six hundred thousand gallons of aviation gasoline ordered by the United Air Lines is news; when it's ordered from a California company it's better news, and to aviators and Californians it's the best news in a long time. It means prosperity and that another heretofore struggling industry has flown into the big time class.

The signing of this contract between United Air Lines and the California Standard Oil company shows new evidence of the importance of aviation in the transportation business and also proves that Americans are becoming more and more "air minded."

Pilots and their ground crews are given credit for the growing popularity of air travel by the United Air Line officials at the airport in Oakland.

One and one-quarter million miles in 7000 hours scheduled flying time is the record of Grover Tyler, who started flying for United in September, 1926. He discussed recently about the "good old days," when flying was in its infancy, with C. B. Hollar, driver of a new stream-lined Standard Oil Co. tank truck. Hollar has been in Standard employ for 25 years.

These two had some interesting stories about aviation in the early days and a mutual respect for the part each has played in aviation's development.

AIRCRAFT HEAD

—Blackstone Photo

Major Rueben H. Fleet

LUXURY LINERS ESTABLISH HIGH SAFETY RECORD

Coursing diverse air routes in North and South America and Europe that call for operations ranging from extreme cold to extreme heat often undergone in a 12-hour period, the Douglas Luxury Liners, manufactured by the Douglas Aircraft Co., Inc., Santa Monica, are delivering a performance to world transport operators surpassing anything heretofore experienced according to figures compiled for first seven months of 1935.

At the present time there are 108

(Continued on Page Five)

Impressive Ceremony To Mark Inaugural of Huge Lindbergh Field Factory

110 Planes Called For In $9,000,000 U. S. Agreement; First Plane Assembled; 800 Now Employed on Contracts

World famous men and women fliers, aircraft company officials from all over the United States and hundreds of visitors tomorrow will witness formal opening of the new $1,000,000 airplane plant of Consolidated Aircraft Corp., at Lindbergh Field.

Although the plant is now running full blast with 800 men at work, formal dedication has been held off until tomorrow in order that it might coincide with the California Pacific International Exposition's observance of Aviation Day which is expected to draw thousands of visitors to San Diego.

The dedication ceremonies will be conducted with cooperation of the San Diego Chamber of Commerce aviation committee which has been working for about five years on a campaign to bring Consolidated as well as other aircraft manufacturers here.

Officials of the company and visiting celebrities will be entertained at a noon chamber of commerce luncheon at the San Diego hotel. Following this the celebration will be continued at Lindbergh Field with a spectacular air show being staged by Ryan School of Aeronautics.

One of the major features of the day will be the finish at Lindbergh Field of the women fliers' handicap air derby from Grand Central Airport, Glendale, to here. The derby will be participated in by some of the nation's most famous girl fliers as part of the Exposition Aviation Day celebration. Included among them are expected to be Ruth Chatterton, noted film and screen star, and Ruth Elder.

Dedication of Consolidated's plant, said to be the most modern aircraft factory in the United States, will mark, according to Chamber of Commerce officials, the greatest single step forward in San Diego's amazing growth as an aviation center since the inauguration of Lindbergh Field seven years ago.

Major R. H. Fleet, president of Consolidated, says that the first new combat planes being constructed for the army air corps has been assembled and awaits only installation of the engine.

Fifty of these swift fighting planes are being built at a cost of about $2,500,000. In addition the company has contract for 60 ocean patrol boats for the navy to be built under a $6,500,000 contract. The company must deliver the entire 110 planes within 20 months.

To complete these the company estimates that, in addition to the 800 men now working, 1500 must be employed by March 1, 1936, and 2500 by September.

Non-Stop Record Broken By New Giant Seaplane

Completing the trip from San Francisco to San Diego in three hours and forty minutes, the Navy's new seaplane, XP3Y-1, commanded by Lieut. Cmdr. Knefler McGinnis, was brought down on the waters of San Diego harbor Wednesday evening, October 16, at sundown.

The giant new type airplane set a world's non-stop record from Panama to Alameda, Tuesday, when it completed the 3300-mile flight in 34 hours and 45 minutes. This flight is believed to have shattered the mark made by Mario Stoffani, Italy, who this year guided an Isotte-Franschini plane 3063.16 statute miles.

The XP3Y-1, a forerunner of type to be built, was consulted by the Consolidated Aircraft Corporation in its Buffalo plant prior to the removal of the factory to San Diego. Major Reuben H. Fleet, head of Consolidated, expressed himself as highly pleased with the manner in which the plane came through.

The flying boat which has twin motors with retractable wing pontoons, possesses several unique features, one of which is a whale-like elevated tail constructed in such manner as to avoid damage in lighting on rough water. The body being built below the wing, enables a navigator to make observations from an open cockpit.

Those aboard with Commander McGinnis were: Lieut. J. K. Aberill, second in command; Thomas P. Wilkinson, navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and E. V. Sizer, radiomen.

The plane will remain at the naval air station for about 15 days, when it will be turned back to the Consolidated plant for re-checking and final adjustments.

New Flying Hotel Amazes News Writers on Trial Jaunt

By THE FLYING REPORTER
(Special to The Air News)

SAN FRANCISCO, Oct. 18.—"For Rent—Attractive one-room-and-bath apartments aboard flying hotel in transpacific service."

Sounds fantastic? Well, maybe it is, but I have just signed such a lease for three months and, in fact, recently made a trial trip in my new "home" from Baltimore to Washington, D. C., and return.

The flying hotel in question is the "New China" clipper plane built by the Glen H. Martin company for Pan American's transpacific service. On our trial flight it carried 38 passengers, mostly newspaper men and a crew of five.

First of Three

This is the first of three such planes being built by the Martin company and this one is expected to be over the Pacific for test flights within a few weeks. Two others are scheduled to be out of the factory by then. Although no definite announcement has been made Pan-American plans to start regular scheduled flights to China and return some time next spring.

The new clipper is the largest flying boat in the world as shown by the following description:

Capacity: 48 passengers, plus other cargo.

Wingspread: 130 feet; length 90 feet.

Engines: Four "Twin Wasps," each 800 H. P.

Weight: Empty, 25,000 pounds; loaded, 51,000 pounds.

Speed, cruising: 150 M. H. P.

Speed, landing: 65 M. H. P.

Service Ceiling, 18,000 feet. Ceiling on one motor, 6000 feet.

Seats Large and Roomy

The plane has four large passenger compartments, each of which is decorated in a different color. Three of these compartments seat eight passengers each. The seats are deep and roomy. There are 18 berths, longer than a Pullman berth, just as wide, just as high and much softer.

When we began our trial flight aerial stevedores rowed out in boats and untied the lines, warped the ship around in the river and we were off.

The clipper gained speed swiftly on the surface of the water and, without knowing the exact moment we left the water, we were in the air. It was impossible to realize we were flying without looking out the windows. We made the 50 miles to Washington in 20 minutes and the return trip in 20 minutes. As we came in to land there was a sound like the ripping of a piece of canvas cloth, not a jolt but more like sitting down in a soft chair, and we were back from where we started.

Steady As Liner

The trip was mode around 400 feet most of the time. The ship was as steady as an ocean liner and most of us were up and walking around during the flight. We were all newspaper and aviation people who had done a lot of flying but, just the same, we were full of "ohs" and "ahs."

In the pilots' compartment are seats for two pilots and just behind and a little above them sits the radio operator where he can hand them messages without leaving his seat. Back of him is what is called the flight deck where two mechanics are on duty during all flights.

HOWARD HUGHES TAKES OVER HANGAR, OFFICES AT UNION AIR TERMINAL

Complete with an elaborate suite of offices, an entire hangar was taken over at Union Air Terminal recently by Howard Hughes, film producer and sportsman flier, for continued devolpment of his sensational low-wing speedster which the week before had startled the aeronautical world by establishing a new internatonal land plane record.

Immediate repairs to the speed plane began in preparation for Hughes' announced assault on the coast-to-coast air record of 10 hours and 2 minutes now held by Col. Roscoe Turner.

The plane was structurally undamaged and escaped like Hughes himself, virtually unscathed from the spectacular landing in which the noted sportsman, with consummate airmanship, set it down with landing gear retracted on a Santa Ana beet field at conclusion of his speed dash.

New World Record For Land Planes Set By Hughes

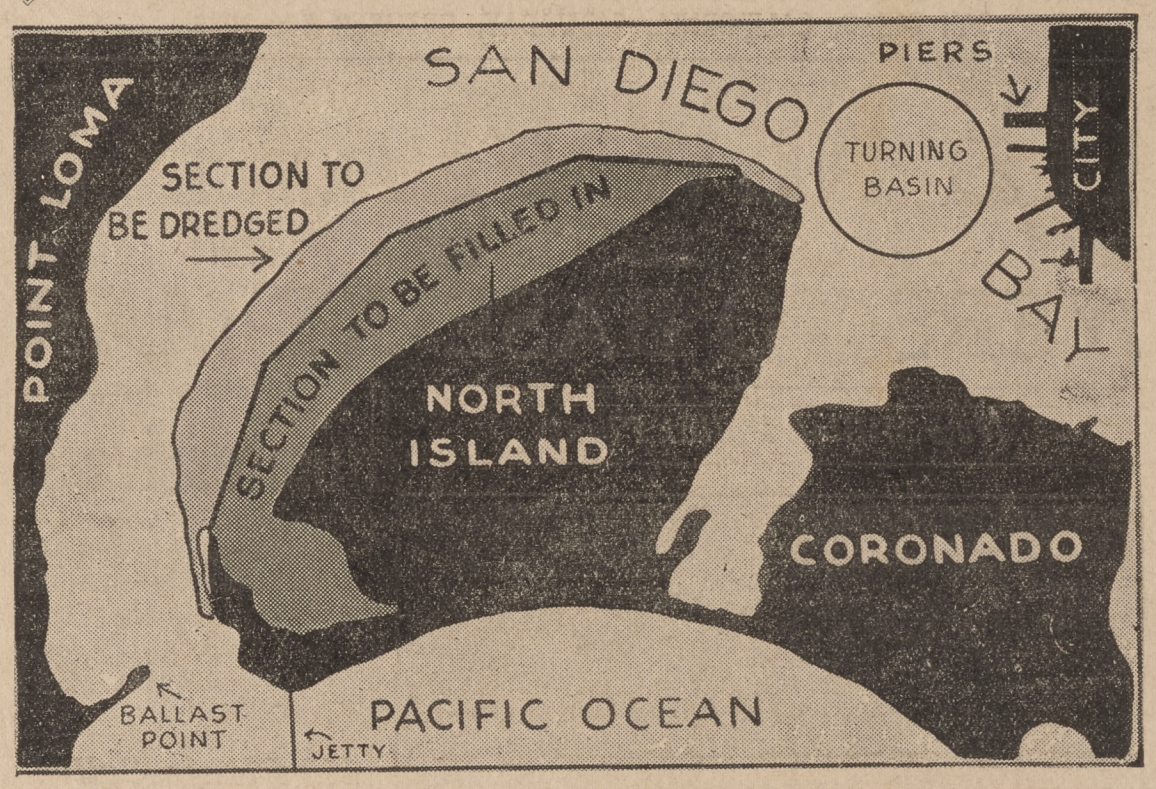
Howard Hughes, Los Angeles aviation enthusiast, established a new world's speed record for land planes at Santa Ana, Calif., on September 13th, making seven runs, each ranging from 339.12 miles per hour to 355.38 miles per hour.

The former official world's mark for land planes was held by France and was established on the basis of 314.319 miles per hour.

Hughes was allowed the average of his four best runs, two each way, over a measured course and under the observation of the following N. A. A. officials: Willam J. Enyart, who was in charge; Joe Nikrent and Harold Hitchman, local officers of N. A. A., who were also assisted by a staff of techniccians from the California Institute of Technology.

READ THE AIR NEWS.

NEW FACE FOR NORTH ISLAND



This map shows area which is to be filled in at North Island by huge dredge now making rapid progress on project. Reproduction, courtesy San Diego Sun.

TWA AIR LINES TO EMPLOY 60 YOUNG WOMEN

Transcontinental & Western Air is now engaged in the selection of 60 attractive young women to act as hostesses aboard ships of this service. The innovation will become effective just as soon as it is possible to complete arrangements.

In commenting on this new service, Jack Frye, president of TWA, said: "This additional service for our passengers is expected to cost annually in the neighborhood of $180,000, but is done with the idea of maintaining the high standards set by our company."

A special training school will be established at the company's headquarters in Kansas City, where the girls will be instructed in all features of air travel as well as in operating details of the company's ships, also in geography, in order to become familiar with the scenery and historical features along the route.

The search is being conducted in the 24 cities served by the airline, including San Diego.

However, girls, there are a few qualifications which are: You must be between 21 and 26 years of age, not over 5 feet 4 inches in height and by a graduate nurse.

24-Hour Service To Europe Visioned By Sea Plane Designer

America today, be in Europe 24 hours later, is the prediction of Igor Sikorsky of the changes in air transportation to take place in the next three years. Sikorsky, world-famous designer of giant airships, on a visit to the base of the Pan-American Clipper of his own design, made fabulous statements about "aviation's tomorrow."

He believes that in the present generation, remote corners of the earth will be closely linked by international air lines. The 24-hour service to Europe by air, he believes will be further reduced to 16 hours in the next ten years, with 40-ton clippers droning a steady, commercial passenger route between the "old" and "new" worlds.

Sikorsky, technically, is most interested in providing comfort for air travelers and increasing at all times the carrying capacity of his ships.

MICHIGAN GIRL PROFICIENT IN CHUTE PACKING

Kathleen Rowe, 18-year-old girl from Michigan, is proudly exhibiting a new Department of Commerce license to prove she is the only woman parachute packer in Michigan and one of the three in the United States.

Living near the Detroit City airport with her parnets, Kathleen became interested in planes. From planes it was a natural step to becoming interested in 'chutes and now she is most proficient in packing the great silken canopies into tiny bags.

Under direction of Stanley Prescott, packer at the Detroilt airport, Kathleen gained such skill that United States Air Commerce Inspector M. J. Perrin granted her a test She passed and Kathleen now has her packer's license.

PARACHUTE SAFETY DISCUSSED HERE AT RECENT CLUB MEET

Members of the Hammer club were informed by H. E. Anderson, licensed parachute rigger, department of commerce, that parachutes will now operate with 100 per cent efficiency in time of emergency if the rip cord ring is pulled.

Anderson related a number of incidents in which the lives of fliers had been saved by the use of parachutes and said he believed in a very short time it would be compulsory for all air travelers, commercial as well as governmental, to use a parachute. He also gave the history of parachutes, the various types, how they were used, and how they were packed. Mr. Anderson says that he has yet to see a person fly through the air safely in time of emergency without a parachute. He also declares that a parachute is the best insurance in the world.

As guests of honor at the Hammer club luncheon were Robert Flack, city manager, and Maj. J. H. Van Fleet, instructor of army reserves in this district. Councilman Bruce Stannard acted as chairman of the meeting.

READ THE AIR NEWS.

SEEK ARMY AID IN SEARCH FOR HUGE AIRLINER

In the hope of locating the Standard Oil Company's airliner and the body of co-Pilot G. A. Lenz, supposed to be imprisoned in the wreckage at the bottom of Great Salt Lake, an appeal was made yesterday to officers at Rockwell Field to aid in the search and to take aerial pictures.

Bodies of two of the three men aboard the plane when it crashed a week ago—Pilot Robert S. Allen and Mechanic George O Anderson—have been recovered from the lake, according to reports. Boats continue to comb the waters and ground parties are searching Stansbury island near which the bodies were found.

Seattle's Flying Mayor Makes Air Trip To San Diego

Flying is the best means of transportation for busy people. This fact was demonstrated a short time ago when Mayor Charles L. Smith and Mrs. Smith of Seattle arrived at Lindbergh Field in their private plane for a conference with President Roosevelt during his recent visit to San Diego.

Seattle's flying mayor enjoyed an aerial sightseeing tour over Point Loma and the Exposition. Both Mayor and Mrs. Smith are pilots and recently flew their own plane from Seattle to Kansas City, St. Louis and return.

For the flight here Mayor Smith flew a Rearwin cabin plane. In Seattle he has been flying a Ryan ST manufactured at Lindbergh Field by T. Claud Ryan. Mayor Smith is contemplating the purchase of a Ryan Sport Trainer for his own use.

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GIANT AIRLINE SYSTEM EXPANDS

Pan American Air Clipper Extends Aviation Empire

SAN FRANCISCO, Oct. 18.—Crew of the Pan-American Airway's giant clipper was resting at Guam today following last week's completion of another 6500-mile trip from its home base at Alameda, Calif.

The ship landed at Guam October 13, ending the last leg of the flight from Wake Island in 10 hours 11 minutes, considerably under schedule. The distance is 1500 miles. The 19-ton flying boat, the first ever to penetrate as far across the Pacific ocean as Guam, was aided most of the way by brisk tail wind. Approximately 12 hours had been scheduled for the flight.

Hops to Honolulu

The big air liner left Alameda October 5 carrying a crew of seven and a load of souvenir mail on the 2400-miles overnight hop to Honolulu. The crew set the Clipper down there October 6 after an elapsed flying time of 17 hours 5 minutes.

On October 10 the ship left Honolulu and nine hours later alighted gracefully on the lagoon of a tiny atoll represented on maps as Midway Island, a distance of 1323 miles.

Resumes Flight

After laying over there one day the westward survey flight was resumed, hopping off for the 1191-mile jump to Wake Islands, where it landed in about nine hours.

This last point is the farthest west an ariplane has ever flown from the east.

From Wake Islands the plane pushed America's commercial aviation empire 1500 miles farther in its speedy flight to Guam.

Leaves Through Fog

A fresh wind whipped across San Francisco bay as the twenty-ton "Clipper Ship" skimmed through the water and rose easily into the air after a run of less than twenty seconds. A heavy curtain of fog rolled through the Golden Gate and extended out to sea for thirty miles but the Clipper was "on top" in a few minutes and headed on the Great Circle Course for Pearl Harbor, 2410 miles away.

The project for this third flight which would take the Clipper nearly 11,000 miles before returning to the Alameda base, called for meteorological research, completion of certain engineering studies and coordination of Pan American's mid-ocean air bases in preparation for the forthcoming scheduled air transport service to link America and the Far East. Coordinating celestial navigation with radio compass bearings, Pan America's directional radio stations at Alameda, Honolulu, Midway and Wake were on guard during the entire flight as the Clipper winged westward.

With the best weather so far encountered on the Pacific crossing, the Pan American Clipper, cruising at 11,000 feet for the most part, and aided by favorable winds for a major share of the course, came into a landing at Pearl Harbor, 17 hours, 12 minutes out of San Francisco Bay.

Three Days in Honolulu

Three days were spent at the Honolulu base. Here a cargo of three tons was put aboard the Clipper—consisting of base supplies, clothes and mail for personnel and additional food for the stations at Midway and Wake, including a large supply of tomatoes, lettuce, tropical fruits and other perishable foodstuffs that cannot easily be preserved with artificial refrigeration on the distant island.

By dawn on August 13, the Pan American Clipper was on its way again flying at four thousand feet into an early morning cloud world. Ahead lay the chain of islands of the Hiwaiian group with lonely Midway at the extreme tip of the chain, 1300 miles to the north and west. In the late afternoon, coming suddenly out of a cloud, the blue and green shoals of Pearl Hermes Reef appeared dead ahead, a perfect check on the course. Eight hours and thirty minutes and then Midway rising out of the sea. Circling the island twice, the Clipper came to a landing on the waters of the lagoon, eight hours and fifty minutes after leaving Pearl Harbor.

Blaze Trail to Wake

During the three days spent at Midway, detailed studies were made of the channels in the lagoon and other aspects of the base. After hours, the crew were entertained at fishing parties, movies and special dinners. Baggage, mail and express, including a case of canary birds to be released at Wake Island for breeding and stocking the bird sanctuary there, were placed aboard the Clpiper before dawn on the morning of August 16 and the big bird took off just as the sun appeared in the east The Clipper averaged a speed of 155 miles per hour for the 1250 miles to Wake Island, flying at a level of 8000 feet. In an hour they had crossed the international date line, where today became tomorrow (August 17), and in eight hours, three minutes from Midway, settled into the marked channel at Wake Island, where they were eagerly received by the crew of this tiny base.

Start 5000 Mile Return

Completing the long series of flight tests as final preparation at Wake Island for the opening of the service to the Orient, the Pan American Clipper began its 5000-mile flight back across the Pacific ocean to California on August 21. The crew of the Clipper and all members of the station personnel were up before dawn. The crew's baggage, voluminous construction reports and mail sent by members of the station were quickly put aboard the Clipper while the engines were being warmed. Circling the island twice as a parting salute, the Clipper set off on her course in a cloud-studded sky. Weather conditions were moderately good for the first section of the journey to the Midway Islands base, 1242 miles away and the Clipper arrived back in Midway in seven hours and 46 minutes.

After putting in a busy day, the morning of which was spent in further channel entrance tests and the afternoon in a fishing trip, tennis tournament and golf match. the Clipper crew continued their homeward course departing early Thursday, August 22, for Honolulu. The Clipper's time from Midway was ten hours and five minutes, the same to the minute that it required on the same leg of its first return trip from this Pacific atoll.

Flying the 2400 miles from Honolulu in 17 hours and 26 minutes Pan America's Clipper landed at Alameda, August 28, at 10:55 a. m., to complete the first round-trip to Wake Island, nearly 5000 miles away.

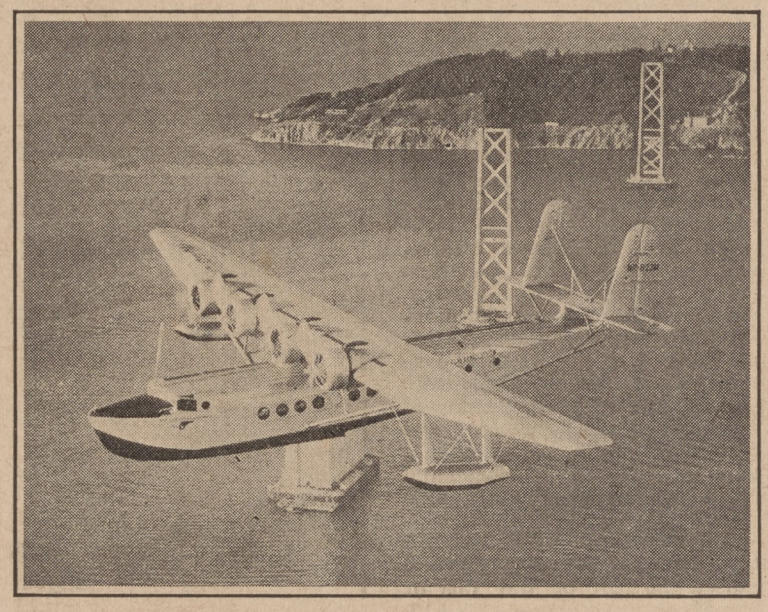
The flight took the great Clipper on another of its exploratory journeys preparatory to establishment of a commercial airline to the Orient.

Pangborn Flight Will Start Here

San Diego has been chosen by Clyde Pangborn, famous for the first transpacific non-stop flight, as the starting point for a projected round-the-world non-stop flight next summer, with five refuelings.

Pangborn said he will follow a southern route, leaving here in his new "Flying Wing" plane and refueling over New York City, Rome, Allahabad, Manila and Honolulu.

GIANT PAN AMERICAN AIR CLIPPER



—Copyright, 1935, Clyde Sutherland, Oakland.

Pan American Clipper passing over San Francisco Bay Bridge on initial flight to Honolulu. This giant airliner recently completed its fourth successful transpacific flight and is now at Guam, 6500 miles from its base at Alameda, Calif.

AVIATION HELD TWICE AS SAFE AS MOTORING

Passengers in a commercial air liner are approximately twice as safe as in a private automobile, according to a recent statement of the San Diego Chamber of Commerce aviation department in pointing out that commercial aviation should not be condemned because of the recent tragic deaths of Will Rogers and Wiley Post.

"Post and Rogers were flying in a strange land, in a desolate area without landing fields," said a statement issued by the department.

Weather a Factor

"They were not equipped with 'two-way' radio and therefore had no accurate weather reports. They had no servicing facilities along the route and there was no opportunity to give the engine of their plane the care which commercial air lines give their equipment constantly.

"Will Rogers had flown approximately 300,000 miles in recent years on regular scheduled transport planes, without any accident whatsoever.

'Safer Than Autos'

"During the first seven months of 1935, commercial air transport lines in the United States flew 190,000,000 passenger miles with only nine persons fatally injured. In other words, a passenger in a commercial air liner is approximately twice as safe as in a private automobile.

"United Air Lines, during July, flew 1,505,266 miles, completed 99.9 per cent of its schedules on time.

"Western Air Express has flown its San Diego-Los Angeles-Salt Lake City route for 12 years without having injured a single passenger.

Death Spectacular

"If Will Rogers and Wiley Post had been killed in an automobile accident, the people would not stop riding in automobiles; if they had died in a train wreck or a steamship wreck, the next train or the next boat would have carried full loads of passengers; there is no reason to regard travel in scheduled air transports as different from travel on other accepted transportation systems."

ROGERS' WIDOW GIVEN AWARD TO LATE HUMORIST

St. Louis.—The late Will Rogers, America's great humorist and flying enthusiast, was honored here recently by a posthumous presentation of the "Spirit of St. Louis" award.

The medal was awarded by the aeronautics division of the American Society of Mechanical Engineers as a tribute to Rogers for his efforts in building up public confidence in flying.

This is the third such award since its establishment in 1929.

Following ceremonies of the presentation, Major James Doolittle, aviator and friend of the humorist flew the gold medallion to Santa Monica, Calif., and presented it to Mrs. Rogers, the widow.

The presentation here was made to Major Doolittle, who accepted it on behalf of Mrs. Rogers, at a banquet of the A. S. M. E. by President Ralph E. Flanders. In tendering the award, Flanders characterized Rogers as "a man admired, respected and loved by more millions than any other personality of our time."

Guggenheim Funds For Experiments In Rocket Flights

Funds from the Guggenheim Foundation will continue to further high altitude rocket experiments in New Mexico, was the assurance given Dr. Robert H. Goddard, Roswell scientist, who has been working under a money grant from the Daniel and Florence Guggenheim Foundation since September, 1934.

The announcement was made by Harry F. Guggenheim, president and Col. Charles A. Lindbergh, board of control members, after paying a surprise visit to the mysterious laboratory and lonely steel tower where Dr. Goddard has carried on the experiments.

The scientist, in conference with his distinguished guests, reported success in the automatic stabilization of rockets in the vertical flights and estimated the projectiles would travel at a speed of 700 miles per hour.

Future financial support assured, Dr. Goddard prophesies fiery missels soaring miles into the ether bearing recording instruments farther into the stratosphere than has ever been carried before. Heretofore his experiments have been limited to only a few thousand feet.

READ THE AIR NEWS.

San Diegans Fete 'Air Daughter' On Victory In Derby

San Diego recently paid tribute to Grace Prescott, local girl who blazed her way to new glories in the sky by winning the Ruth Chatterton air derby.

Mrs. Prescott, who is the wife of Clarence L. Prescott, transport flier, was the guest of the Silver Gate Business Girls' club at a dinner in Park Manor hotel. Later she was honored guest at a Chamber of Commerce luncheon at Lindbergh Field and a dinner at a downtown dine and dance cafe frequented by San Diego socialites.

Mrs. Prescott is the daughter of C. C. Rhodes, deputy city auditor, and her sister is the wife of Lieut. Sanchez, Navy aviator.

Coast Air Line Schedules Cut

New air schedules of 9 hours and 25 minutes between San Diego and Seattle are being carried out successfully by United Air Lines, according to officials of the company.

The new schedules, which went into effect September 30, provides two daylight trips starting from Seattle at 3 a. m. and 3:15 p. m. and one night trip starting from the northern city at 9:15 p. m. Elapsed time from Seatte to Portland is one hour; Sacramento 4 hours 45 minutes, Oakland 5 hours, San Frascisco 5 hours 25 minutes.

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SOUTHWESTERN AIR NEWS

VOL. I NO. 1

Published semimonthly in the
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WELDON M. McKINNEY.....Editor-Publisher

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Lindbergh Field

Just seven years and two months ago marked the birth of Lindbergh Field and the beginning of San Diego's meteoric rise and development from a vision in the brains of a few courageous and civic-spirited souls to its present proud estate as truly "The Air Capital of the West," a title amply sustained by the fact that today San Diego, in proportion to population, is the largest aviation center in the United States.

On August 18, 1928, Lieut. Frank Seifert, then a San Diego city councilman, and Harry Clark, former mayor, went aloft in a small biplane, circled the city several times and came down to a perfect landing. That flight and landing was the first aviation activity on San Diego's municipal airport.

At a meeting last week of the aviation committee of the San Diego Chamber of Commerce, held at Lindbergh Field, Lieut. Seifert told the writer:

"The ship I flew on that day was A Fleet PT-3 and was manufactured in Buffalo, N. Y., by the Consolidated Aircraft Corporation. The Fleet Trainers were dandy little planes, but so contrasting to the naval aircraft to be manufactured on Lindbergh Field in the same concern's $1,000,000 plant."

Seifert, who might well be called the "Father of Lindbergh Field" not only made the first larding there, but was the councilman who sponsored and fought for the council's action in making the municipal airport possible. Following formal dedication of Lindbergh Field, Seifert continued his efforts in behalf of it by visiting many of the large aircraft factories throughout the country to acquaint them with the possibilities of the airport and San Diego as an aviation center.

At that time, seven years ago, only 25 acres of the field was ready for use. Two or three small, unpretentious buildings were the only indication that the place might be an airport.

Today, San Diego boasts one of the finest and busiest airports in the entire United States. The ramshackle buildings have given way to a magnificent administration building, which houses offices of the Ryan School of Aeronautics, the United States Weather Buerau and officies of customs officials who inspect planes from Mexico. Also at Lindbergh Field are Airtech Flying Service, Ltd., and the huge hangar of United Air Lines and Western Air Express, whose giant passenger planes operate with clock-like precision to Seattle and Salt Lake City.

Seifert, who today, is local district manager for General Petroleum, not only made the first landing at Lindbergh Field, but also participated with Captain Lowell Smith and Lieuts. John P. Richter and Virgil Hine in making the first refueling flight over San Diego.

And now, seven years later, all San Diego is celebrating the greatest single step forward made at Lindbergh Field since its modest inception. That step is the formal opening and dedication of Consolidated Aircraft's magnificient new plant which marks a new era of growth in the industrial and aviation development of San Diego.

This momentous event is the outgrowth of almost five years, active campaigning on the part of the chamber of commerce and other civic interests concerned with the future of the city as an airport. Ever since the citizens of San Diego voted an investment of $625,000 in Lindbergh Field, aircraft manufacturers have taken keen interest in the growth and development of this section. The field combines three of the outstanding essentials for the making of a great airport; namely, safety, utility and accessibility. Few, if any, airports in the United States are as safe from an operating standpoint as Lindbergh Field. Its utility as both a land plane airport and a seaplane base is made possible by the fact that it is contiguous to a very splendid basing for seaplanes in the northeastern section of the San Diego Bay. Its accessibility is proven by the fact that it is less than five minutes from downtown San Diego and also is contiguous to other transportation facilities which play an important part in the life of a modern city.

PROCLAMATION

WHEREAS, San Diego is the Airway and of the San Diego-Salt Lake City-Chicago airway, and

WHEREAS, San Diego is recognized as the birthplace of major aviation development and is recognized as one of the most important commercial and military aviation centers of America and

WHEREAS, Air transportation has become one of the vitally important factors in modern business and the many features of this new mode of transportation should be made known to the general public, and

WHEREAS, The United States Bureau of Air Commerce has initiated a national celebration of America's progress in air navigation during the period, October 14 to 21

NOW THEREFORE, I, Percy J. Benbough, Mayor of the City of San Diego, State of California, do hereby designate and proclaim the week beginning October 14, 1935, to be "Air Navigation Week", and I urge municipal officials, civic and commercial organizations, school authorities and educational leaders, and the press to call attention to the air transportation achievements already accomplished, to set forth the advantages which may accrue as the result of continued development in this field and to encourage the study of ways and means by which aerial transportation may contribute more effectively to the social and economic progress of the human race.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of San Diego to be affixed this 12th day of October, 1935.

(Signed)
PERCY J. BENBOUGH,
Mayor of the City of San Diego, California.

LATE AIR NEWS

If a WPA project is approved in Washington, the 514th Observation Squadron will have a new hangar on Lindbergh Field on land turned over to them by the Harbor Department.

Telegraphic advices that WPA funds to the amount of $553,619 have been made available for dredging an area off Lindbergh Field were received Thursday. The project will create a large seaplane landing and take-off area and enlarge the area of the municipal airport by about 100 acres.

The navy's new flying patrol boat, which recently made a 3700-mile non-stop flight from Panama to Alameda, is merely the forerunner of a vast fleet of such ocean spanning air cruisers soon to join the high seas flying force of the United States fleet, it was said officially at Los Angeles harbor yesterday.

The statement was made by Rear Adm. Ernest J. King, chief of the navy bureau of aeronautics, after a conference aboard the flagship Pennsylvania with Adm. Joseph M. Reeves, commander in chief.

Admiral King said 60 duplicates of the record-breaking "XP3Y-1" are to be built immmediately by the Consolidated Aircraft Corp.

Dedication Ceremonies Consolidated Aircraft Corporation Lindbergh Field

Sunday, October 20, 1935

9:00-2:00 p. m.—Open house at Consolidated Aircraft Factory. (Public invited to inspect interior of the plant).
11:30 a. m.—Finish of Los Angeles-San Diego Air Race.
12:00 noon—Luncheon in Pompeian Room, Hotel San Diego in honor of Consolidated Aircraft Corporation officials.
2:15 p. m.—Party returns to Lindbergh Field for dedication ceremonies.
2:30 p. m.—Appreciation on behalf of city by Mayor Benbough.
2:40 p. m.—Introduction of famous fliers—by T. C. Macaulay.
3:00 p. m.—Dedication speech—By Major R. H. Fleet and introduction of company officials.
3:15-4:30 p. m.—Open house at factory.
4:00 p. m.—Official party leaves for Exposition grounds.
4:15 p. m.—President Frank G. Belcher of the Exposition to meet party at west gate and escort to Plaza del Pacifico.
5:00 p. m.—Major R. H. Fleet to be guest of honor at "Retreat" ceremony by 30th U. S. Infantry at Plaza del Pacifico.
6:00 p. m.—Dinner, Cafe of the World, at the Exposition.

Orchids To Everyone From 'Your' Air News

I wish to express my sincere thanks to the many advertisers whose messages appear in this, the inaugural issue of the Southwestern Air News; to the advertising representatives who have worked hard and faithfully and to everyone who has extended best wishes for the success of your new aviation newspaper.

THE EDITOR-PUBLISHER.

Weather Bureau Inspector Extends Public Welcome

The Bureau of Air Commerce has designated the week of October 14 to 21 as Air Navigation Week, the purpose being to acquaint the public with air navigation aids, such as, radio beams, weather broadcasting and their teletypewriter service.

The air navigation office is located at Lindbergh Field on the second floor of the Administration building, and the public is invited to inspect the facilities located at this point.

M. P. Hanscom was recently appointed inspector at the Lindbergh Field office.

READ THE AIR NEWS.

MANY THANKS, MR. BOMAR

San Diego Chamber of Commerce
Organized 1870
San Diego, California

October 16, 1935.

Mr. Weldon M. McKinney, Editor
Southwestern Air News
San Diego, Calif.

Dear Sir:

Your announcement of the publication of the first edition of "Southwestern Air News" on October 19 has elicited much comment from the members of our Aviation Committee... We are all looking forward to the first issue of this new newspaper devoted to aviation activities in this area.

We wish for you the greatest possible success in your undertaking.

Very truly yours,

SAN DIEGO CHAMBER OF COMMERCE
T. F. Bomar, Manager
Aviation Department

San Diego—THE EXPOSITION CITY—1935

Local Will Rogers Memorial Handled By Aircraft Head

The Will Rogers memorial fund in San Diego will be handled by Major Reuben H. Fleet, president of the Consolidated Aircraft Corporation, by appointment to a nationwide committee, headed by Vice-President John Garner.

Major Fleet is to be one of the 225 prominent citizens of the United States who are taking part in this movement. The form of the memorial has not yet been decided but will conform to the ideals of simplicity of Will Rogers, according to Jesse H. Jones, chairman of the Reconstruction Finance Corporation and treasurer of the fund.

"Every dime contributed will go into the memorial fund and a committee will plan a system of memorials," is the word of Vice-President Garner

IMPORTANT SUBJECTS DISCUSSED AT RECENT LINDBERGH FIELD MEET

Enlargement of the municipal airport in order to create additional room for other aircraft firms contemplating a move to San Diego was one of the principal discussions at a meeting of the aviation committee of the chamber of commerce held at Lindbergh Field Thursday, October 11

Plans for observance of Aviation Week, October 14-21 and for the dedication of Consolidated Aircraft Corporation's new plant on October 20, were also discussed by the committee.

Chairman Jack Hicklin appointed members to speak over the radio and at luncheon clubs during aviation week.

Everyone present received quite a "kick" when one of the members inadvertently referred to the Consolidated Aircraft plant as the "Consolidated Hangar."

Those present at the meeting were: Messrs. Thomas F. Bomar, aviation department manager, chamber of commerce; Jack Hicklin, chairman; D. G. Fleet, Arnet Speer, L. C. Hanscom, C. A. Van Dusen, A. Carpenter, Phil Sharp, T. Claude Ryan, C. R. Guern, C. B. Wohler, William Van Dusen, A. W. Pohl, R. W. Booth, Howard Morin, Hazel Kelly, Douglas Kelly, Ralph F. Yambert, Earl Prudden, C. M. Urbach, Frank W. Seifert, L. W. Nelson, A. W. Miller, Weldon M. McKinney, Lt. Cmdr. E. F. Stone, Lt. Cmdr. Schaefer, Captain L. C. Hurd, and Captain Cannon.

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VOL I. SAN DIEGO, CALIFORNIA, SATURDAY, OCTOBER 19, 1935 NUMBER 1

DEDICATE NEW PLANT SUNDAY

ARMY FLYERS TO BASE AT MARCH FIELD

PLANS ANNOUNCED BY NINTH CORPS AREA COMMANDER

By FRANK HAVEN

San Diego will become primarily a Navy capital after November 1. This fact adds substantially to the claim that San Diego is truly "The Air Capital of the West."

On that date the Navy gains exclusive possession of the entire area on North Island, with the Army Air Corps evacuating Rockwell Field for March Field at Riverside.

The Sunnyvale air base will be the home of the Army's 19th Airship Squadron now stationed at Langley Field Va., Major General Paul B. Malone, Ninth Corps Area commander, announced today in San Francisco.

The 19th Bombardment Group, GHQ, now at Rockwell Field, had been expected to be sent to the Sunnyvale base, received by the Army in a "swap" for the Army's portion of North Island.

The 19th Bombardment Group will go to March Field at Riverside, Rockwell Field officers said. Part of the station complement will go to Sunnyvale. Whether the Rockwell Aid Depot with its $30,000,000 in equipment will go to Sunnyvale or March Field has not been announced officially.

The Army is scheduled to move the 16th bombardment squadron off the island by October 25. It is said this group will be transferred

(Continued on Page Five)

Adm. King Sees Great Future For Naval Air Base

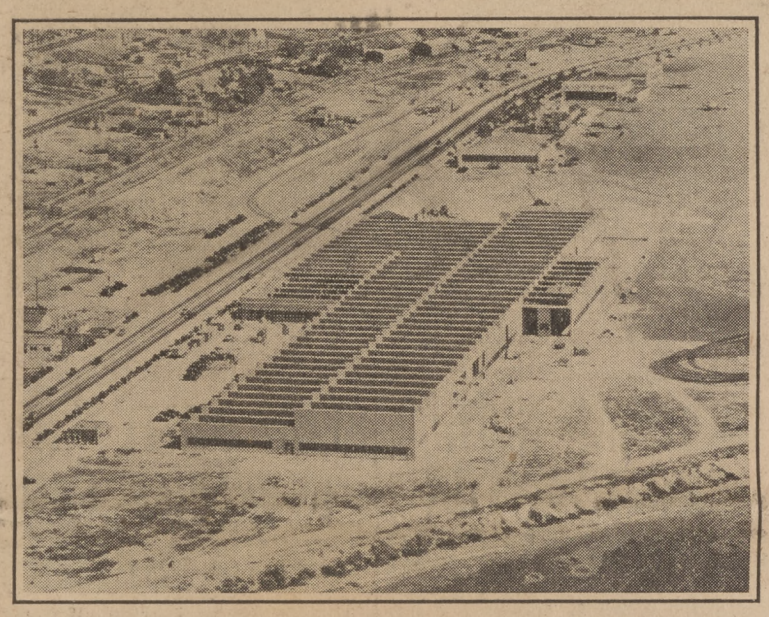
Admiral Ernest J. King, chief of the Navy's Bureau of Aeronautics and former commander of the aircraft carrier Lexington, on a recent visit to this city predicted that San Diego would soon become the greatest air base in the world.

Admiral King, arriving for a week's inspection and tour of Naval Air units, considered the problems of expansion and development of the Navy's new territory on North Island.

After a conference with Vice Adm. Henry V. Butler, commander of the aircraft battle force, and Rear Adm. W. T. Tarrant, commandant of the 11th Naval District, he made the statement that the San Diego Base would undoubtedly become the greatest of all air units.

The Admiral devoted part of his stay here in discussing plans for the new field. The completed plans will be presented to Congress for approval and the necessary money appropriations to carry out the great enterprise.

New Million Dollar Plant



Huge, newly completed factory of the Consolidated Aircraft Corporation on Lindbergh Field, now employing 800 men in the manufacture of Army and Naval aircraft for the United States Government

—Photo by H. A. Erickson, "The Flying Photographer"

GROWTH IN AIR TRAVEL CITED IN HUGE 'GAS' ORDER

3,600,000 Gallons of Aviation Gasoline to United Air

Three million six hundred thousand gallons of aviation gasoline ordered by the United Air Lines is news; when it's ordered from a California company it's better news, and to aviators and Californians it's the best news in a long time. It means prosperity and that another heretofore struggling industry has flown into the big time class.

The signing of this contract between United Air Lines and the California Standard Oil company shows new evidence of the importance of aviation in the transportation business and also proves that Americans are becoming more and more "air minded."

Pilots and their ground crews are given credit for the growing popularity of air travel by the United Air Line officials at the airport in Oakland.

One and one-quarter million miles in 7000 hours scheduled flying time is the record of Grover Tyler, who started flying for United in September, 1926. He discussed recently about the "good old days," when flying was in its infancy, with C. B. Hollar, driver of a new stream-lined Standard Oil Co. tank truck. Hollar has been in Standard employ for 25 years.

These two had some interesting stories about aviation in the early days and a mutual respect for the part each has played in aviation's development.

AIRCRAFT HEAD

—Blackstone Photo

Major Rueben H. Fleet

LUXURY LINERS ESTABLISH HIGH SAFETY RECORD

Coursing diverse air routes in North and South America and Europe that call for operations ranging from extreme cold to extreme heat often undergone in a 12-hour period, the Douglas Luxury Liners, manufactured by the Douglas Aircraft Co., Inc., Santa Monica, are delivering a performance to world transport operators surpassing anything heretofore experienced according to figures compiled for first seven months of 1935.

At the present time there are 108

(Continued on Page Five)

Impressive Ceremony To Mark Inaugural of Huge Lindbergh Field Factory

110 Planes Called For In $9,000,000 U. S. Agreement; First Plane Assembled; 800 Now Employed on Contracts

World famous men and women fliers, aircraft company officials from all over the United States and hundreds of visitors tomorrow will witness formal opening of the new $1,000,000 airplane plant of Consolidated Aircraft Corp., at Lindbergh Field.

Although the plant is now running full blast with 800 men at work, formal dedication has been held off until tomorrow in order that it might coincide with the California Pacific International Exposition's observance of Aviation Day which is expected to draw thousands of visitors to San Diego.

The dedication ceremonies will be conducted with cooperation of the San Diego Chamber of Commerce aviation committee which has been working for about five years on a campaign to bring Consolidated as well as other aircraft manufacturers here.

Officials of the company and visiting celebrities will be entertained at a noon chamber of commerce luncheon at the San Diego hotel. Following this the celebration will be continued at Lindbergh Field with a spectacular air show being staged by Ryan School of Aeronautics.

One of the major features of the day will be the finish at Lindbergh Field of the women fliers' handicap air derby from Grand Central Airport, Glendale, to here. The derby will be participated in by some of the nation's most famous girl fliers as part of the Exposition Aviation Day celebration. Included among them are expected to be Ruth Chatterton, noted film and screen star, and Ruth Elder.

Dedication of Consolidated's plant, said to be the most modern aircraft factory in the United States, will mark, according to Chamber of Commerce officials, the greatest single step forward in San Diego's amazing growth as an aviation center since the inauguration of Lindbergh Field seven years ago.

Major R. H. Fleet, president of Consolidated, says that the first new combat planes being constructed for the army air corps has been assembled and awaits only installation of the engine.

Fifty of these swift fighting planes are being built at a cost of about $2,500,000. In addition the company has contract for 60 ocean patrol boats for the navy to be built under a $6,500,000 contract. The company must deliver the entire 110 planes within 20 months.

To complete these the company estimates that, in addition to the 800 men now working, 1500 must be employed by March 1, 1936, and 2500 by September.

Non-Stop Record Broken By New Giant Seaplane

Completing the trip from San Francisco to San Diego in three hours and forty minutes, the Navy's new seaplane, XP3Y-1, commanded by Lieut. Cmdr. Knefler McGinnis, was brought down on the waters of San Diego harbor Wednesday evening, October 16, at sundown.

The giant new type airplane set a world's non-stop record from Panama to Alameda, Tuesday, when it completed the 3300-mile flight in 34 hours and 45 minutes. This flight is believed to have shattered the mark made by Mario Stoffani, Italy, who this year guided an Isotte-Franschini plane 3063.16 statute miles.

The XP3Y-1, a forerunner of type to be built, was consulted by the Consolidated Aircraft Corporation in its Buffalo plant prior to the removal of the factory to San Diego. Major Reuben H. Fleet, head of Consolidated, expressed himself as highly pleased with the manner in which the plane came through.

The flying boat which has twin motors with retractable wing pontoons, possesses several unique features, one of which is a whale-like elevated tail constructed in such manner as to avoid damage in lighting on rough water. The body being built below the wing, enables a navigator to make observations from an open cockpit.

Those aboard with Commander McGinnis were: Lieut. J. K. Aberill, second in command; Thomas P. Wilkinson, navy pilot; Charles S. Bolka, chief machinist; A. E. J. Dionne and E. V. Sizer, radiomen.

The plane will remain at the naval air station for about 15 days when it will be turned back to the Consolidated plant for re-checking and final adjustments.

New Flying Hotel Amazes News Writers on Trial Jaunt

By THE FLYING REPORTER
(Special to The Air News)

SAN FRANCISCO, Oct. 18.—"For Rent—Attractive one-room-and-bath apartments aboard flying hotel in transpacific service."

Sounds fantastic? Well, maybe it is, but I have just signed such a lease for three months and, in fact, recently made a trial trip in my new "home" from Baltimore to Washington, D. C., and return.

The flying hotel in question is the "New China" clipper plane built by the Glen H. Martin company for Pan American's transpacific service. On our trial flight it carried 38 passengers, mostly newspaper men and a crew of five.

First of Three

This is the first of three such planes being built by the Martin company and this one is expected to be over the Pacific for test flights within a few weeks. Two others are scheduled to be out of the factory by then. Although no definite announcement has been made Pan-American plans to start regular scheduled flights to China and return some time next spring.

The new clipper is the largest flying boat in the world as shown by the following description:

Capacity: 48 passengers, plus other cargo.

Wingspread: 130 feet; length 90 feet.

Engines: Four "Twin Wasps," each 800 H. P.

Weight: Empty, 25,000 pounds; loaded, 51,000 pounds.

Speed, cruising: 150 M. H. P.

Speed, landing: 65 M. H. P.

Service Ceiling, 18,000 feet. Ceiling on one motor, 6000 feet.

Seats Large and Roomy

The plane has four large passenger compartments, each of which is decorated in a different color. Three of these compartments seat eight passengers each. The seats are deep and roomy. There are 18 berths, longer than a Pullman berth, just as wide, just as high and much softer.

When we began our trial flight aerial stevedores rowed out in boats and untied the lines, warped the ship around in the river and we were off.

The clipper gained speed swiftly on the surface of the water and, without knowing the exact moment we left the water, we were in the air. It was impossible to realize we were flying without looking out the windows. We made the 50 miles to Washington in 20 minutes and the return trip in 20 minutes. As we came in to land there was a sound like the ripping of a piece of canvas cloth, not a jolt but more like sitting down in a soft chair, and we were back from where we started.

Steady As Liner

The trip was mode around 400 feet most of the time. The ship was as steady as an ocean liner and most of us were up and walking around during the flight. We were all newspaper and aviation people who had done a lot of flying but, just the same, we were full of "ohs" and "ahs."

In the pilots' compartment are seats for two pilots and just behind and a little above them sits the radio operator where he can hand them messages without leaving his seat. Back of him is what is called the flight deck where two mechanics are on duty during all flights.

HOWARD HUGHES TAKES OVER HANGAR, OFFICES AT UNION AIR TERMINAL

Complete with an elaborate suite of offices, an entire hangar was taken over at Union Air Terminal recently by Howard Hughes, film producer and sportsman flier, for continued devolpment of his sensational low-wing speedster which the week before had startled the aeronautical world by establishing a new internatonal land plane record.

Immediate repairs to the speed plane began in preparation for Hughes' announced assault on the coast-to-coast air record of 10 hours and 2 minutes now held by Col. Roscoe Turner.

The plane was structurally undamaged and escaped like Hughes himself, virtually unscathed from the spectacular landing in which the noted sportsman, with consummate airmanship, set it down with landing gear retracted on a Santa Ana beet field at conclusion of his speed dash.

New World Record For Land Planes Set By Hughes

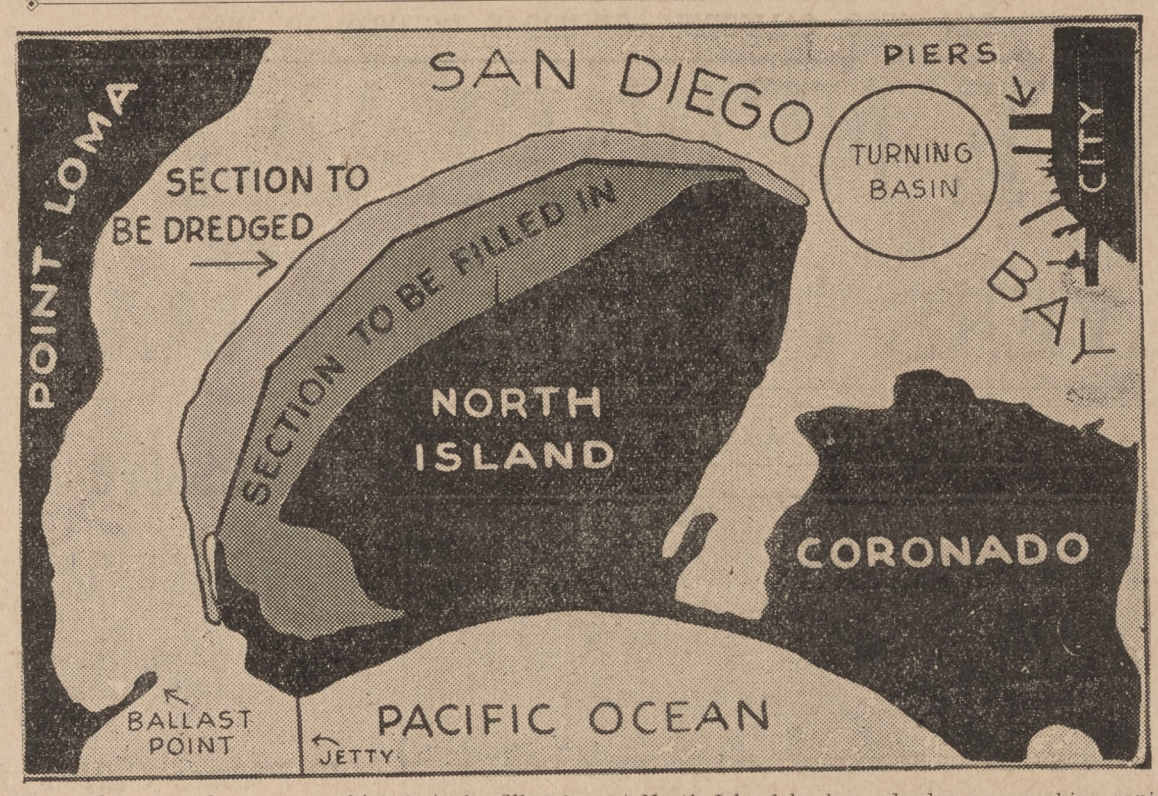
Howard Hughes, Los Angeles aviation enthusiast, established a new world's speed record for land planes at Santa Ana, Calif., on September 13th, making seven runs, each ranging from 339.12 miles per hour to 355.38 miles per hour.

The former official world's mark for land planes was held by France and was established on the basis of 314.319 miles per hour.

Hughes was allowed the average of his four best runs, two each way, over a measured course and under the observation of the following N. A. A. officials: Willam J. Enyart, who was in charge; Joe Nikrent and Harold Hitchman, local officers of N. A. A., who were also assisted by a staff of techniccians from the California Institute of Technology.

READ THE AIR NEWS.

NEW FACE FOR NORTH ISLAND



This map shows area which is to be filled in at North Island by huge dredge now making rapid progress on project. Reproduction, courtesy San Diego Sun.

TWA AIR LINES TO EMPLOY 60 YOUNG WOMEN

Transcontinental & Western Air is now engaged in the selection of 60 attractive young women to act as hostesses aboard ships of this service. The innovation will become effective just as soon as it is possible to complete arrangements.

In commenting on this new service, Jack Frye, president of TWA, said: "This additional service for our passengers is expected to cost annually in the neighborhood of $180,000, but is done with the idea of maintaining the high standards set by our company."

A special training school will be established at the company's headquarters in Kansas City, where the girls will be instructed in all features of air travel as well as in operating details of the company's ships, also in geography, in order to become familiar with the scenery and historical features along the route.

The search is being conducted in the 24 cities served by the airline, including San Diego.

However, girls, there are a few qualifications which are: You must be between 21 and 26 years of age, not over 5 feet 4 inches in height and by a graduate nurse.

24-Hour Service To Europe Visioned By Sea Plane Designer

America today, be in Europe 24 hours later, is the prediction of Igor Sikorsky of the changes in air transportation to take place in the next three years. Sikorsky, world-famous designer of giant airships, on a visit to the base of the Pan-American Clipper of his own design, made fabulous statements about "aviation's tomorrow."

He believes that in the present generation, remote corners of the earth will be closely linked by international air lines. The 24-hour service to Europe by air, he believes will be further reduced to 16 hours in the next ten years, with 40-ton clippers droning a steady, commercial passenger route between the "old" and "new" worlds.

Sikorsky, technically, is most interested in providing comfort for air travelers and increasing at all times the carrying capacity of his ships.

MICHIGAN GIRL PROFICIENT IN CHUTE PACKING

Kathleen Rowe, 18-year-old girl from Michigan, is proudly exhibiting a new Department of Commerce license to prove she is the only woman parachute packer in Michigan and one of the three in the United States.

Living near the Detroit City airport with her parnets, Kathleen became interested in planes. From planes it was a natural step to becoming interested in 'chutes and now she is most proficient in packing the great silken canopies into tiny bags.

Under direction of Stanley Prescott, packer at the Detroilt airport, Kathleen gained such skill that United States Air Commerce Inspector M. J. Perrin granted her a test She passed and Kathleen now has her packer's license.

PARACHUTE SAFETY DISCUSSED HERE AT RECENT CLUB MEET

Members of the Hammer club were informed by H. E. Anderson, licensed parachute rigger, department of commerce, that parachutes will now operate with 100 per cent efficiency in time of emergency if the rip cord ring is pulled.

Anderson related a number of incidents in which the lives of fliers had been saved by the use of parachutes and said he believed in a very short time it would be compulsory for all air travelers, commercial as well as governmental, to use a parachute. He also gave the history of parachutes, the various types, how they were used, and how they were packed. Mr. Anderson says that he has yet to see a person fly through the air safely in time of emergency without a parachute. He also declares that a parachute is the best insurance in the world.

As guests of honor at the Hammer club luncheon were Robert Flack, city manager, and Maj. J. H. Van Fleet, instructor of army reserves in this district. Councilman Bruce Stannard acted as chairman of the meeting.

READ THE AIR NEWS.

SEEK ARMY AID IN SEARCH FOR HUGE AIRLINER

In the hope of locating the Standard Oil Company's airliner and the body of co-Pilot G. A. Lenz, supposed to be imprisoned in the wreckage at the bottom of Great Salt Lake, an appeal was made yesterday to officers at Rockwell Field to aid in the search and to take aerial pictures.

Bodies of two of the three men aboard the plane when it crashed a week ago—Pilot Robert S. Allen and Mechanic George O Anderson—have been recovered from the lake, according to reports. Boats continue to comb the waters and ground parties are searching Stansbury island near which the bodies were found.

Seattle's Flying Mayor Makes Air Trip To San Diego

Flying is the best means of transportation for busy people. This fact was demonstrated a short time ago when Mayor Charles L. Smith and Mrs. Smith of Seattle arrived at Lindbergh Field in their private plane for a conference with President Roosevelt during his recent visit to San Diego.

Seattle's flying mayor enjoyed an aerial sightseeing tour over Point Loma and the Exposition. Both Mayor and Mrs. Smith are pilots and recently flew their own plane from Seattle to Kansas City, St. Louis and return.

For the flight here Mayor Smith flew a Rearwin cabin plane. In Seattle he has been flying a Ryan ST manufactured at Lindbergh Field by T. Claud Ryan. Mayor Smith is contemplating the purchase of a Ryan Sport Trainer for his own use.

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GIANT AIRLINE SYSTEM EXPANDS

Pan American Air Clipper Extends Aviation Empire

SAN FRANCISCO, Oct. 18.—Crew of the Pan-American Airway's giant clipper was resting at Guam today following last week's completion of another 6500-mile trip from its home base at Alameda, Calif.

The ship landed at Guam October 13, ending the last leg of the flight from Wake Island in 10 hours 11 minutes, considerably under schedule. The distance is 1500 miles. The 19-ton flying boat, the first ever to penetrate as far across the Pacific ocean as Guam, was aided most of the way by brisk tail wind. Approximately 12 hours had been scheduled for the flight.

Hops to Honolulu

The big air liner left Alameda October 5 carrying a crew of seven and a load of souvenir mail on the 2400-miles overnight hop to Honolulu. The crew set the Clipper down there October 6 after an elapsed flying time of 17 hours 5 minutes.

On October 10 the ship left Honolulu and nine hours later alighted gracefully on the lagoon of a tiny atoll represented on maps as Midway Island, a distance of 1323 miles.

Resumes Flight

After laying over there one day the westward survey flight was resumed, hopping off for the 1191-mile jump to Wake Islands, where it landed in about nine hours.

This last point is the farthest west an ariplane has ever flown from the east.

From Wake Islands the plane pushed America's commercial aviation empire 1500 miles farther in its speedy flight to Guam.

Leaves Through Fog

A fresh wind whipped across San Francisco bay as the twenty-ton "Clipper Ship" skimmed through the water and rose easily into the air after a run of less than twenty seconds. A heavy curtain of fog rolled through the Golden Gate and extended out to sea for thirty miles but the Clipper was "on top" in a few minutes and headed on the Great Circle Course for Pearl Harbor, 2410 miles away.

The project for this third flight which would take the Clipper nearly 11,000 miles before returning to the Alameda base, called for meteorological research, completion of certain engineering studies and coordination of Pan American's mid-ocean air bases in preparation for the forthcoming scheduled air transport service to link America and the Far East. Coordinating celestial navigation with radio compass bearings, Pan America's directional radio stations at Alameda, Honolulu, Midway and Wake were on guard during the entire flight as the Clipper winged westward.

With the best weather so far encountered on the Pacific crossing, the Pan American Clipper, cruising at 11,000 feet for the most part, and aided by favorable winds for a major share of the course, came into a landing at Pearl Harbor, 17 hours, 12 minutes out of San Francisco Bay.

Three Days in Honolulu

Three days were spent at the Honolulu base. Here a cargo of three tons was put aboard the Clipper—consisting of base supplies, clothes and mail for personnel and additional food for the stations at Midway and Wake, including a large supply of tomatoes, lettuce, tropical fruits and other perishable foodstuffs that cannot easily be preserved with artificial refrigeration on the distant island.

By dawn on August 13, the Pan American Clipper was on its way again flying at four thousand feet into an early morning cloud world. Ahead lay the chain of islands of the Hiwaiian group with lonely Midway at the extreme tip of the chain, 1300 miles to the north and west. In the late afternoon, coming suddenly out of a cloud, the blue and green shoals of Pearl Hermes Reef appeared dead ahead, a perfect check on the course. Eight hours and thirty minutes and then Midway rising out of the sea. Circling the island twice, the Clipper came to a landing on the waters of the lagoon, eight hours and fifty minutes after leaving Pearl Harbor.

Blaze Trail to Wake

During the three days spent at Midway, detailed studies were made of the channels in the lagoon and other aspects of the base. After hours, the crew were entertained at fishing parties, movies and special dinners. Baggage, mail and express, including a case of canary birds to be released at Wake Island for breeding and stocking the bird sanctuary there, were placed aboard the Clpiper before dawn on the morning of August 16 and the big bird took off just as the sun appeared in the east The Clipper averaged a speed of 155 miles per hour for the 1250 miles to Wake Island, flying at a level of 8000 feet. In an hour they had crossed the international date line, where today became tomorrow (August 17), and in eight hours, three minutes from Midway, settled into the marked channel at Wake Island, where they were eagerly received by the crew of this tiny base.

Start 5000 Mile Return

Completing the long series of flight tests as final preparation at Wake Island for the opening of the service to the Orient, the Pan American Clipper began its 5000-mile flight back across the Pacific ocean to California on August 21. The crew of the Clipper and all members of the station personnel were up before dawn. The crew's baggage, voluminous construction reports and mail sent by members of the station were quickly put aboard the Clipper while the engines were being warmed. Circling the island twice as a parting salute, the Clipper set off on her course in a cloud-studded sky. Weather conditions were moderately good for the first section of the journey to the Midway Islands base, 1242 miles away and the Clipper arrived back in Midway in seven hours and 46 minutes.

After putting in a busy day, the morning of which was spent in further channel entrance tests and the afternoon in a fishing trip, tennis tournament and golf match. the Clipper crew continued their homeward course departing early Thursday, August 22, for Honolulu. The Clipper's time from Midway was ten hours and five minutes, the same to the minute that it required on the same leg of its first return trip from this Pacific atoll.

Flying the 2400 miles from Honolulu in 17 hours and 26 minutes Pan America's Clipper landed at Alameda, August 28, at 10:55 a. m., to complete the first round-trip to Wake Island, nearly 5000 miles away.

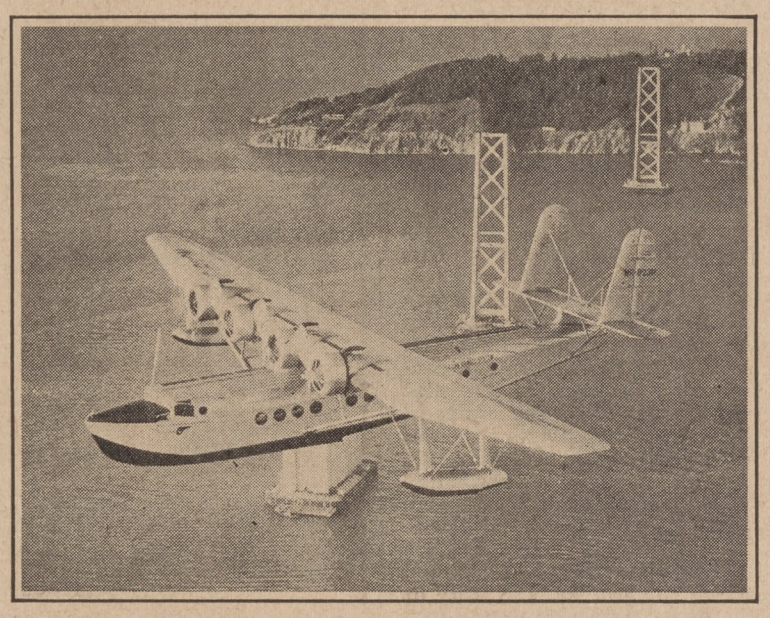
The flight took the great Clipper on another of its exploratory journeys preparatory to establishment of a commercial airline to the Orient.

Pangborn Flight Will Start Here

San Diego has been chosen by Clyde Pangborn, famous for the first transpacific non-stop flight, as the starting point for a projected round-the-world non-stop flight next summer, with five refuelings.

Pangborn said he will follow a southern route, leaving here in his new "Flying Wing" plane and refueling over New York City, Rome, Allahabad, Manila and Honolulu.

GIANT PAN AMERICAN AIR CLIPPER



—Copyright, 1935, Clyde Sutherland, Oakland.

Pan American Clipper passing over San Francisco Bay Bridge on initial flight to Honolulu. This giant airliner recently completed its fourth successful transpacific flight and is now at Guam, 6500 miles from its base at Alameda, Calif.

AVIATION HELD TWICE AS SAFE AS MOTORING

Passengers in a commercial air liner are approximately twice as safe as in a private automobile, according to a recent statement of the San Diego Chamber of Commerce aviation department in pointing out that commercial aviation should not be condemned because of the recent tragic deaths of Will Rogers and Wiley Post.

"Post and Rogers were flying in a strange land, in a desolate area without landing fields," said a statement issued by the department.

Weather a Factor

"They were not equipped with 'two-way' radio and therefore had no accurate weather reports. They had no servicing facilities along the route and there was no opportunity to give the engine of their plane the care which commercial air lines give their equipment constantly.

"Will Rogers had flown approximately 300,000 miles in recent years on regular scheduled transport planes, without any accident whatsoever.

'Safer Than Autos'

"During the first seven months of 1935, commercial air transport lines in the United States flew 190,000,000 passenger miles with only nine persons fatally injured. In other words, a passenger in a commercial air liner is approximately twice as safe as in a private automobile.

"United Air Lines, during July, flew 1,505,266 miles, completed 99.9 per cent of its schedules on time.

"Western Air Express has flown its San Diego-Los Angeles-Salt Lake City route for 12 years without having injured a single passenger.

Death Spectacular

"If Will Rogers and Wiley Post had been killed in an automobile accident, the people would not stop riding in automobiles; if they had died in a train wreck or a steamship wreck, the next train or the next boat would have carried full loads of passengers; there is no reason to regard travel in scheduled air transports as different from travel on other accepted transportation systems."

ROGERS' WIDOW GIVEN AWARD TO LATE HUMORIST

St. Louis.—The late Will Rogers, America's great humorist and flying enthusiast, was honored here recently by a posthumous presentation of the "Spirit of St. Louis" award.

The medal was awarded by the aeronautics division of the American Society of Mechanical Engineers as a tribute to Rogers for his efforts in building up public confidence in flying.

This is the third such award since its establishment in 1929.

Following ceremonies of the presentation, Major James Doolittle, aviator and friend of the humorist flew the gold medallion to Santa Monica, Calif., and presented it to Mrs. Rogers, the widow.

The presentation here was made to Major Doolittle, who accepted it on behalf of Mrs. Rogers, at a banquet of the A. S. M. E. by President Ralph E. Flanders. In tendering the award, Flanders characterized Rogers as "a man admired, respected and loved by more millions than any other personality of our time."

Guggenheim Funds For Experiments In Rocket Flights

Funds from the Guggenheim Foundation will continue to further high altitude rocket experiments in New Mexico, was the assurance given Dr. Robert H. Goddard, Roswell scientist, who has been working under a money grant from the Daniel and Florence Guggenheim Foundation since September, 1934.

The announcement was made by Harry F. Guggenheim, president and Col. Charles A. Lindbergh, board of control members, after paying a surprise visit to the mysterious laboratory and lonely steel tower where Dr. Goddard has carried on the experiments.

The scientist, in conference with his distinguished guests, reported success in the automatic stabilization of rockets in the vertical flights and estimated the projectiles would travel at a speed of 700 miles per hour.

Future financial support assured, Dr. Goddard prophesies fiery missels soaring miles into the ether bearing recording instruments farther into the stratosphere than has ever been carried before. Heretofore his experiments have been limited to only a few thousand feet.

READ THE AIR NEWS.

San Diegans Fete 'Air Daughter' On Victory In Derby

San Diego recently paid tribute to Grace Prescott, local girl who blazed her way to new glories in the sky by winning the Ruth Chatterton air derby.

Mrs. Prescott, who is the wife of Clarence L. Prescott, transport flier, was the guest of the Silver Gate Business Girls' club at a dinner in Park Manor hotel. Later she was honored guest at a Chamber of Commerce luncheon at Lindbergh Field and a dinner at a downtown dine and dance cafe frequented by San Diego socialites.

Mrs. Prescott is the daughter of C. C. Rhodes, deputy city auditor, and her sister is the wife of Lieut. Sanchez, Navy aviator.

Coast Air Line Schedules Cut

New air schedules of 9 hours and 25 minutes between San Diego and Seattle are being carried out successfully by United Air Lines, according to officials of the company.

The new schedules, which went into effect September 30, provides two daylight trips starting from Seattle at 3 a. m. and 3:15 p. m. and one night trip starting from the northern city at 9:15 p. m. Elapsed time from Seatte to Portland is one hour; Sacramento 4 hours 45 minutes, Oakland 5 hours, San Frascisco 5 hours 25 minutes.

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SOUTHWESTERN AIR NEWS

VOL. I NO. 1

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Lindbergh Field

Just seven years and two months ago marked the birth of Lindbergh Field and the beginning of San Diego's meteoric rise and development from a vision in the brains of a few courageous and civic-spirited souls to its present proud estate as truly "The Air Capital of the West," a title amply sustained by the fact that today San Diego, in proportion to population, is the largest aviation center in the United States.

On August 18, 1928, Lieut. Frank Seifert, then a San Diego city councilman, and Harry Clark, former mayor, went aloft in a small biplane, circled the city several times and came down to a perfect landing. That flight and landing was the first aviation activity on San Diego's municipal airport.

At a meeting last week of the aviation committee of the San Diego Chamber of Commerce, held at Lindbergh Field, Lieut. Seifert told the writer:

"The ship I flew on that day was A Fleet PT-3 and was manufactured in Buffalo, N. Y., by the Consolidated Aircraft Corporation. The Fleet Trainers were dandy little planes, but so contrasting to the naval aircraft to be manufactured on Lindbergh Field in the same concern's $1,000,000 plant."

Seifert, who might well be called the "Father of Lindbergh Field" not only made the first larding there, but was the councilman who sponsored and fought for the council's action in making the municipal airport possible. Following formal dedication of Lindbergh Field, Seifert continued his efforts in behalf of it by visiting many of the large aircraft factories throughout the country to acquaint them with the possibilities of the airport and San Diego as an aviation center.

At that time, seven years ago, only 25 acres of the field was ready for use. Two or three small, unpretentious buildings were the only indication that the place might be an airport.

Today, San Diego boasts one of the finest and busiest airports in the entire United States. The ramshackle buildings have given way to a magnificent administration building, which houses offices of the Ryan School of Aeronautics, the United States Weather Buerau and officies of customs officials who inspect planes from Mexico. Also at Lindbergh Field are Airtech Flying Service, Ltd., and the huge hangar of United Air Lines and Western Air Express, whose giant passenger planes operate with clock-like precision to Seattle and Salt Lake City.

Seifert, who today, is local district manager for General Petroleum, not only made the first landing at Lindbergh Field, but also participated with Captain Lowell Smith and Lieuts. John P. Richter and Virgil Hine in making the first refueling flight over San Diego.

And now, seven years later, all San Diego is celebrating the greatest single step forward made at Lindbergh Field since its modest inception. That step is the formal opening and dedication of Consolidated Aircraft's magnificient new plant which marks a new era of growth in the industrial and aviation development of San Diego.

This momentous event is the outgrowth of almost five years, active campaigning on the part of the chamber of commerce and other civic interests concerned with the future of the city as an airport. Ever since the citizens of San Diego voted an investment of $625,000 in Lindbergh Field, aircraft manufacturers have taken keen interest in the growth and development of this section. The field combines three of the outstanding essentials for the making of a great airport; namely, safety, utility and accessibility. Few, if any, airports in the United States are as safe from an operating standpoint as Lindbergh Field. Its utility as both a land plane airport and a seaplane base is made possible by the fact that it is contiguous to a very splendid basing for seaplanes in the northeastern section of the San Diego Bay. Its accessibility is proven by the fact that it is less than five minutes from downtown San Diego and also is contiguous to other transportation facilities which play an important part in the life of a modern city.

PROCLAMATION

WHEREAS, San Diego is the Airway and of the San Diego-Salt Lake City-Chicago airway, and

WHEREAS, San Diego is recognized as the birthplace of major aviation development and is recognized as one of the most important commercial and military aviation centers of America and

WHEREAS, Air transportation has become one of the vitally important factors in modern business and the many features of this new mode of transportation should be made known to the general public, and

WHEREAS, The United States Bureau of Air Commerce has initiated a national celebration of America's progress in air navigation during the period, October 14 to 21

NOW THEREFORE, I, Percy J. Benbough, Mayor of the City of San Diego, State of California, do hereby designate and proclaim the week beginning October 14, 1935, to be "Air Navigation Week", and I urge municipal officials, civic and commercial organizations, school authorities and educational leaders, and the press to call attention to the air transportation achievements already accomplished, to set forth the advantages which may accrue as the result of continued development in this field and to encourage the study of ways and means by which aerial transportation may contribute more effectively to the social and economic progress of the human race.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the City of San Diego to be affixed this 12th day of October, 1935.

(Signed)
PERCY J. BENBOUGH,
Mayor of the City of San Diego, California.

LATE AIR NEWS

If a WPA project is approved in Washington, the 514th Observation Squadron will have a new hangar on Lindbergh Field on land turned over to them by the Harbor Department.

Telegraphic advices that WPA funds to the amount of $553,619 have been made available for dredging an area off Lindbergh Field were received Thursday. The project will create a large seaplane landing and take-off area and enlarge the area of the municipal airport by about 100 acres.

The navy's new flying patrol boat, which recently made a 3700-mile non-stop flight from Panama to Alameda, is merely the forerunner of a vast fleet of such ocean spanning air cruisers soon to join the high seas flying force of the United States fleet, it was said officially at Los Angeles harbor yesterday.

The statement was made by Rear Adm. Ernest J. King, chief of the navy bureau of aeronautics, after a conference aboard the flagship Pennsylvania with Adm. Joseph M. Reeves, commander in chief.

Admiral King said 60 duplicates of the record-breaking "XP3Y-1" are to be built immmediately by the Consolidated Aircraft Corp.

Dedication Ceremonies Consolidated Aircraft Corporation Lindbergh Field

Sunday, October 20, 1935

9:00-2:00 p. m.—Open house at Consolidated Aircraft Factory. (Public invited to inspect interior of the plant).
11:30 a. m.—Finish of Los Angeles-San Diego Air Race.
12:00 noon—Luncheon in Pompeian Room, Hotel San Diego in honor of Consolidated Aircraft Corporation officials.
2:15 p. m.—Party returns to Lindbergh Field for dedication ceremonies.
2:30 p. m.—Appreciation on behalf of city by Mayor Benbough.
2:40 p. m.—Introduction of famous fliers—by T. C. Macaulay.
3:00 p. m.—Dedication speech—By Major R. H. Fleet and introduction of company officials.
3:15-4:30 p. m.—Open house at factory.
4:00 p. m.—Official party leaves for Exposition grounds.
4:15 p. m.—President Frank G. Belcher of the Exposition to meet party at west gate and escort to Plaza del Pacifico.
5:00 p. m.—Major R. H. Fleet to be guest of honor at "Retreat" ceremony by 30th U. S. Infantry at Plaza del Pacifico.
6:00 p. m.—Dinner, Cafe of the World, at the Exposition.

Orchids To Everyone From 'Your' Air News

I wish to express my sincere thanks to the many advertisers whose messages appear in this, the inaugural issue of the Southwestern Air News; to the advertising representatives who have worked hard and faithfully and to everyone who has extended best wishes for the success of your new aviation newspaper.

THE EDITOR-PUBLISHER.

Weather Bureau Inspector Extends Public Welcome

The Bureau of Air Commerce has designated the week of October 14 to 21 as Air Navigation Week, the purpose being to acquaint the public with air navigation aids, such as, radio beams, weather broadcasting and their teletypewriter service.

The air navigation office is located at Lindbergh Field on the second floor of the Administration building, and the public is invited to inspect the facilities located at this point.

M. P. Hanscom was recently appointed inspector at the Lindbergh Field office.

READ THE AIR NEWS.

MANY THANKS, MR. BOMAR

San Diego Chamber of Commerce
Organized 1870
San Diego, California

October 16, 1935.

Mr. Weldon M. McKinney, Editor
Southwestern Air News
San Diego, Calif.

Dear Sir:

Your announcement of the publication of the first edition of "Southwestern Air News" on October 19 has elicited much comment from the members of our Aviation Committee... We are all looking forward to the first issue of this new newspaper devoted to aviation activities in this area.

We wish for you the greatest possible success in your undertaking.

Very truly yours,

SAN DIEGO CHAMBER OF COMMERCE
T. F. Bomar, Manager
Aviation Department

San Diego—THE EXPOSITION CITY—1935

Local Will Rogers Memorial Handled By Aircraft Head

The Will Rogers memorial fund in San Diego will be handled by Major Reuben H. Fleet, president of the Consolidated Aircraft Corporation, by appointment to a nationwide committee, headed by Vice-President John Garner.

Major Fleet is to be one of the 225 prominent citizens of the United States who are taking part in this movement. The form of the memorial has not yet been decided but will conform to the ideals of simplicity of Will Rogers, according to Jesse H. Jones, chairman of the Reconstruction Finance Corporation and treasurer of the fund.

"Every dime contributed will go into the memorial fund and a committee will plan a system of memorials," is the word of Vice-President Garner

IMPORTANT SUBJECTS DISCUSSED AT RECENT LINDBERGH FIELD MEET

Enlargement of the municipal airport in order to create additional room for other aircraft firms contemplating a move to San Diego was one of the principal discussions at a meeting of the aviation committee of the chamber of commerce held at Lindbergh Field Thursday, October 11

Plans for observance of Aviation Week, October 14-21 and for the dedication of Consolidated Aircraft Corporation's new plant on October 20, were also discussed by the committee.

Chairman Jack Hicklin appointed members to speak over the radio and at luncheon clubs during aviation week.

Everyone present received quite a "kick" when one of the members inadvertently referred to the Consolidated Aircraft plant as the "Consolidated Hangar."

Those present at the meeting were: Messrs. Thomas F. Bomar, aviation department manager, chamber of commerce; Jack Hicklin, chairman; D. G. Fleet, Arnet Speer, L. C. Hanscom, C. A. Van Dusen, A. Carpenter, Phil Sharp, T. Claude Ryan, C. R. Guern, C. B. Wohler, William Van Dusen, A. W. Pohl, R. W. Booth, Howard Morin, Hazel Kelly, Douglas Kelly, Ralph F. Yambert, Earl Prudden, C. M. Urbach, Frank W. Seifert, L. W. Nelson, A. W. Miller, Weldon M. McKinney, Lt. Cmdr. E. F. Stone, Lt. Cmdr. Schaefer, Captain L. C. Hurd, and Captain Cannon.

READ THE AIR NEWS.

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8—Main and Sigsbee
9—9th and C
10—4002 Torrey Pines Road
Where The Airplanes Fly—We Serve Your Every Automotive Need!

PLANS ANNOUNCED BY NINTH CORPS

(Continued from Page One)

to March Field. Removal of the Rockwell Field air depot will take nearly a year, as no facilities for it, as yet, have been constructed.

With the Navy altogether in possession of the Island, basing here one of the two transport carriers, Yorktown and Enterprise is certain and an expenditure of nearly $4,000,000 in improvements is expected.

Exclusive use of Rockwell Field by the Navy and removal of the Army to March Field has been announced as a "deal" between the two service branches by Secretary of War George Dern.

Secretary Dern declared the exchange was part of General Douglas MacArthur's program for concentrating the strength of the national defense.

The Army plans to make March Field its principal aviation base on vale its principal aviation base on the coast and one of the strongest in the nation, according to Secretary Dern. Sunnyvale has been operated with only a skeleton force since the dirigible Macon crashed in the Pacific last spring. Naval planes have made it their base during their summer maneuvers.

The move will affect 300 civilian workers, 30 officers and 542 Army men, according to Col. Jacob Wuest, commander Rockwell Field air depot.

Involved in the transfer will be more than $30,000,000 worth of materials and equipment in the storage depot, the 19th Bombardment group with its complement of 40 planes, and considerable field and flying equipment. Lieut. Col. Howard C. Davidson commands the 19th Bombardment group.

Transfer of supplies, equipment and material from the storage depot will take months, Captain Harold Brand, press relations officer, said.

The transfer concludes a controversy of 15 years over Rockwell Field. The North Island base has been found too small to accommodate both military branches. With removal of the Army, the Navy will spend nearly $4,000,000 for construction of hangars at the west end of the island, it is believed. The island now covers 1340 acres.

In addition Navy authorities here believe the swap assures the basing in San Diego of the two new plane carriers, Yorktown and Enterprise which are under construction and will be commissioned in 1937. Their arrival will supplement the Navy base by 740 planes.

Removal of the Army air forces was not unexpected, according to Major T. C. Macaulay, manager of the chamber of commerce. Several years ago, the problem first arose and the chamber endeavored to find a solution, he said. "Loss of the army units will be very much felt," he said.

Chamber officials pointed out that they offered the Army industrial lands near Chula Vista where citizens voted $100,000 as a gift if the Army would move there. However, military officials made it clear that it was North Island or nothing," and that if they moved it would mean giving up their air station here. Land also was offered on Camp Kearney mesa, but was unacceptable to Army authorities

A "truce" in the "battle of North Island" was agreed on by the Army and Navy officials last year, pending a solution for the difficulty. It was stressed that congestion of airlanes and not lack of space on the island itself was the principal reason more room was needed. Dredging operations to add 500 acres to North Island still would not solve the problem.

There was some talk of the fleet air base moving to Sunnyvale, so San Diego stood the chance of losing one unit or the other. As it is, the addition of two more carriers to the fleet will compensate for the loss of the Army units, it is believed.

Representative Burnham, commenting on the transfer of Rockwell Field, said that North Island now probably will be made "the greatest naval air base in the world."

"The men in charge of our national defenses know better how to allocate their bases than the layman and, because it is in the interest of national defense, I shall not oppose the transfer," Representative Burnham said.

READ THE AIR NEWS.

LINER SET HIGH RECORD

(Continued from Page One)

Douglas Luxury Liners in service throughout the world. Fifty-eight are doing their daily and nightly work of transporting passengers, mail and goods across America for TWA, Inc., and American Airlines. A fleet of them is at work along the Atlantic coast on Eastern Air Lines, bringing the entire south to the back door of New York and Chicago. Another fleet is engaged in shrinking South America in travel time for Pan American Airways.

Efficiency Increased.

For the first six months of 1935 there were 25 airlines in the United States flying 350 airplanes Of the 29,017,520 miles scheduled to be flown, the air companies completed 26,259,665 miles.. Douglas Luxury Liners of TWA, American Airlines and Eastern Air Lines flew 7,284,437 miles of this total, or 27.7 per cent, and in so doing increased the efficiency of this operation in six months as much as 35 per cent for one air line and 20 per cent for another.

The whole-hearted response by the public is clearly illustrated in the two blue-ribbon flights of TWA, the First Sky Chief and the Second Sky Chief. They are referred to in the press of the country as the "Celebrity Specials," because there is not a day but some American or foreign personage of outstanding importance is a passenger. Bookings in Los Angeles and New York must be made days in advance to insure travel.

15,000 Miles Daily

American Airlines, flying more route miles than any other United States air transport company, began to equip its system with Douglas transports a few weeks before the first of the year. At present they are operating Douglas Luxury Liners 15,020 miles a day, 9012 miles in the daytime and 6008 miles at night. Popularity of the silver-winged Luxury Liner on this route is shown in a total of 39,000 passengers transported solely in these planes since December. During July, American Airlines report the Douglas planes on the southern division operated on an efficiency of 100 per cent.

Foreign airlines were not long in recognizing the high quality of the Douglas plane and there have been delivered 34 Luxury Liners to KLM, (Royal Dutch Air Lines), Avio Linee Italiane S, "Swissair" Schweizerische Luftverkehrs Gesellschaft AG, Deutsche Lufthansa Aktiengesellschaft, Lineas Aereas Postales Espanolas, Japan Air Transport, Chino National and others. Douglas Aircraft officials announce that all operators have reported on the excellence of the equipment in overcoming sectional problems formerly unsolvable with previous equipment.

San Diego will retain its Army Air Corps officers' flying reserve unit. High officials of the Ninth Corps Area have approved transfer of equipment and personnel of the 514th Observation Spuadron, U. S. A. Air Corps Reserve, from Rockwell Field to Lindbergh Field, Lieut. William Van Dusen was notified Thursday.

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IT MAY INTEREST YOU TO KNOW . . .

The youngest pilot in France, and perhaps the entire world, is 16-year-old Mlle. Elida Bierlein, daughter of the president of Metz Aero club, Paris. The air ministry recently granted her a license.

Instruction in blind take-offs and S. A. T. R. 90-day rechecks are being given T. W. A. pilots in a Ford tri-motor by "Bill" Coyle, chief pilot of the western division, at their Grand Central air terminal base in Glendale, Calif. The plane, which was discarded when the use of faster equipment was inaugurated, has been kept in excellent shape as a reserve plane and is ideal for instrument flying training, according to Coyle.

Air travelers at Union Air Terminal, Burbank, Calif., averaged 236 daily for the month of August.

The figures for this month, estimating only revenue passengers, was 7372, or a daily average of 236 air passengers, in and out.

With 5081 and 2291 revenue passengers, respectively, both United Air Lines and Western Air Express broke all company records. A total of 675 United transports took off and landed during the month, while the Western Aix Express total was 371.

H. Hawley Bowlus and B. F. Mahoney, designers and builders of the famous "Spirit of St. Louis," are now engaged in the construction and sale of stream-lined auto trailers in San Fernando, Calif.

At midnight, September 3, aircraft of the Transcontinenta & Western Air, Inc., had flown the great total of 25,050,710 miles, or the equivalent of 1000 times around the earth at the equator.

T. W. A. was organized on October 1, 1930. It began operating October 15, 1930. The company began the transportation of air mail under contract with the post office department October 25, 1930.

T. W. A., Inc., is the outgrowth, on the western terminus of the line, of the old Maddux Air Lines, and was also at one time affiliated with Western Air Express, and is therefore one of the early services enjoyed out of Los Angeles.

Lindbergh Field, Municipal Airport, has enjoyed for some time the distinction of having the highest rating by the United States department of commerce. At the request of the aviation department, chamber of commerce, a large billboard was recently erected by Port Director Joe Brennan at the north end of the airport bearing this information.

Laura Ingalls had her heart set on establishing a new transcontinental non-stop record for women. On September 13 She was successful in achieving this ambition when she flew between Union Air Terminal, Burbank, Calif., and Floyd Bennett Field in New York City in 13 hours, 34 minutes and 5 seconds. This flight bettered the two year-old record set by Amelia Earhart Putnam by 3 hours 33 minutes and 5 seconds. Miss Ingalls missed the non-stop record for men by only 7 minutes and 5 seconds.

A transport plane lands or takes off at Union Air Terminal on the average of every half hour during an 18-hour period each day, according to Fred Denslow, president and general manager of the port.

The war department in Washington announced September 26 the award of a contract to the Douglas Aircraft company, Santa Monica, Calif., for the purchase of 18 transport planes, to cost $1,235,500.

Dr. S. Albert Reed, 81, inventor of the first all-metal airplane propeller, died at his home in New York October 1. His duralumin propellor, designed in 1921, was used on the famous transatlantic flight in 1927 by Col. Charles A. Lindbergh.

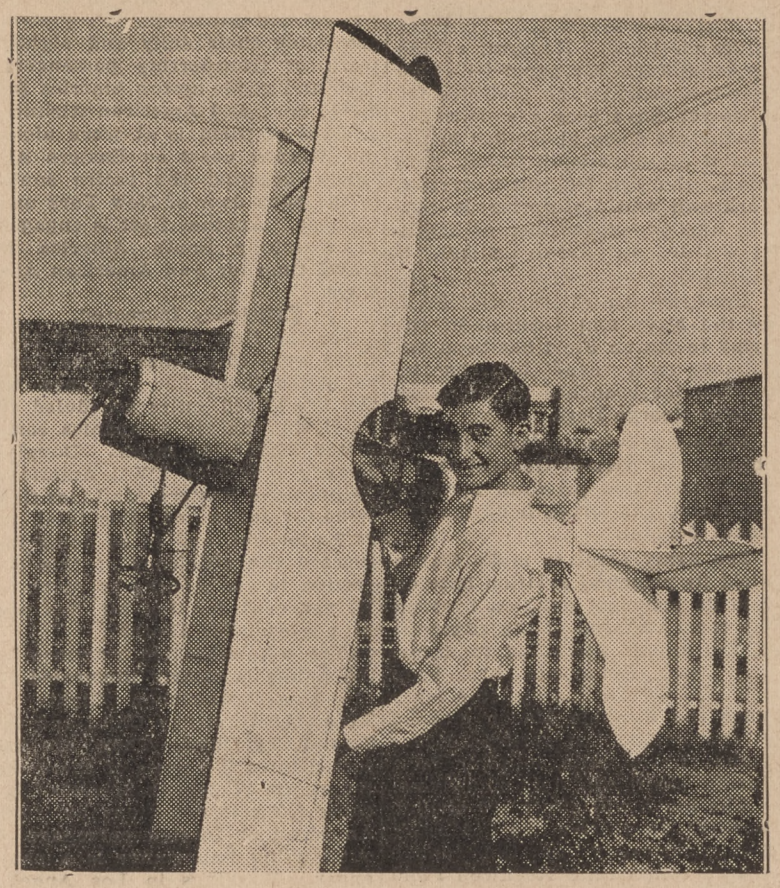
Sir Charles Kingford -Smith, internationally renowned aviator, who has flown across more oceans than any contemporary flier, will make his final bid for air fame in October when he will fly from London to Melbourne in an attempt to break the record established last year in the MacRobertson international air race.

He will fly in the same Lockheed Altair which carried him across the Pacific in October, 1934, and which has broken nearly every air record in Australia. The Lockheed is a single-motor commercial plane and will be out to lower a mark set by the specially-built twin-engine racing plane.

Clyde Pangborn, noted distance flier, announced in Oakland on September 24 that he would shortly attempt a non-stop flight around the world. Eddie Robbins will go along as co-pilot.

Lieut. Commander Herbert V. Wiley, survivor of the ill-fated Akron and Macon, Navy dirigibles, was married in Los Angeles September 21 to Mrs. Charlotte Weeden, formerly of Sacramento. Wiley was in command of the Macon when it crashed in the Atlantic some time ago.

HOW'S THIS ONE FOR SIZE?



—Reproduction, Courtesy San Diego Sun.

TOMMY SAPORITO AND HIS PLANE

YOUTHFUL S. D. AIR FAN SEES TEST VALUE IN MODEL PLANE

The leader of a flying squadron should have the biggest and best plane of the outfit, Tommy Saporito, 15-year old captain of the Scripps-Howard Junior aviators in the University Heights district, insists.

And to prove that he isn't fooling about having a plane that is a plane, Tommy laboriously hauls out a model ship from a hangar that has a six-foot wing spread, is five feet long and can fly through the use of elastic bands.

Tommy has been working on the plane for nearly six months and just has it completed. It's wing coverings are from cotton material meticulously placed on strips of wood obtained in the school carpenter shop.

Highly hopeful of some day becoming an aviation pilot or mechanic, Tommy has a novel plan for the future of the plane. With the aid of a neighbor he intends putting a one-pound motor into the ship and trying it out from a hill nearby.

It'll wreck the plane, Tommy says, but it'll prove the practicability of such model planes with motors attached, in the future.

Young Saporito, besides being an aviation "nut," is also a crack golfer and once figured in the news as a Scout lifesaver. He is the son of Mr. and Mrs. Tom Saporito, 2015 Meade avenue.

AVIATION SHORTS

Observance of Air Navigation Week will be climaxed here tomorrow by celebration of Aviation Day at the California-Pacific International Exposition and dedication of the new Consolidated Aircraft Corporation's new $1,000,000 plant at Lindbergh Field. San Diego entered into the celebration by official proclamation by Mayor P. S Benbough of Air Navigation Week.

The new world glider records were claimed this week by a Soviet airman and aviatrix, according to dispatches from Koktable, The Crimea, U. S. S. R. Pilot Lyzitsen remained aloft 38 hours, 40 minutes, beating by half an hour the record set just a few days before by Pilot Sukhomlinoff. Maria Razenskaya claimed a women's record of 15 hours, 39 minutes.

The first parachute was invented by Andre Jacques Garnarin while he was planning a way to escape from prison and drop himself over a wall. Later he made the first successful descent from a balloon in 1797.

Another air tragedy was laid to high tension power wires when a light bi-plane crashed into an 88,000-volt line at Indio, Calif. Pilot R. F Stergill was killed. Failing to gain enough altitude, his craft struck the wires and was dashed to the ground.

Salt Lake City—Additional evidences of the wrecking of the lost Standard Oil Company of California air liner was made public here with the finding and

(Continued on Page Seven)

Air Traffic Gain Forces Expansion By Local Air Lines

Sharp increases in air traffic in and out of San Diego have resulted in opening of joint uptown offices by the Western Air Express and United Air Lines according to announcements by heads of the two companies.

The offices are in the lobby of the U S. Grant hotel at the Third avenue entrance. An attendant is on duty during office hours.

"The uptown offices are in addition to offices at Lindbergh Field," said George Cussens, general traffic manager for Western Air. "The additional joint office was necessitated by a sharp increase in air traffic.' '

United Air Lines Sets High Record

United Air Lines' west coast division hung up almost a 100 per cent record during August when it flew all but 822 miles of a scheduled 360,537 miles between here and Seattle, linking all cities between the Mexican and Canadian borders.

The Seattle-Salt Lake City division made a 100 per cent record and the Pacific Coast-Chicago-New York division scored a combined average of 99.9 per cent, including the same high percentage of performance on its overnight coast-to-coast flights.

COL. ROSCOE TURNER ASKS FINANCIAL AID ROUND WORLD FLIGHT

"I'll fly around the world for you," is not a theme song that Col. Roscoe Turner is singing, but would voice his plea for financial backing for a projected flight around the world at the equatorial line.

Col. Turner, Los Angeles speed flier, pilot of many daring flying feats, says he has a new kind of plane, one combining speed, endurance and safety, in mind for the trip around the imaginary belt encircling the earth exactly between the poles.

We suggest that Col. Turner, like Columbus, plead his cause with the queen of some foreign country providing no one comes through with the necessary funds

San Diego Youth Wins Air Wings At Army School

Another son of San Diego earned his air wings last week when he was graduated from the U. S. Army air corps advanced flying school at Kelly Field, San Antonio, Texas, according to reports received here.

He is Second Lieut. George B. Dany, son of Major George Dany, U. S.. Army retired, and Mrs. Dany, 4201 Euclid avenue. He is expected here soon for a visit with his parents.

Lieut. Dany is a graduate of San Diego high school and State college. He was graduated last June from West Point and will become a military pilot after leaving Kelly Field.

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Pacific Air Pageant Will Be Held At Long Beach Nov. 10-11

Long Beach, Oct. 19—Official announcement has just been made of the Women's Championship Air Races and Pacific Air Pageant to be held here Nov. 10-11, under the official sanction of the National Aeronautic Association of Washington, D. C.

Sponsored by the Junior Chamber of Commerce of Long Beach in collaboration with the Los Angeles Junior Chamber organization, this contest is to determine the champion woman aviator of the United States. There are to be four main contests, one transcontinental speed dash and three women's closed course races.

The transcontinental dash will start from Floyd Bennett Field, New York, and end in front of the grandstand at the Long Beach airport. There will be one stop at Amarillo, Texas, because of the shorter days and weather hazards.

This is to be a race for the faster flying time between the Atlantic and Pacific points. It is a free-for-all competition for all types of airplanes and there will be no handicaps. Qualifying speed is to be 160 miles an hour.

A carefully worked out system of merits to be divided between the four race events will be used to determine the champion woman flier. The chief event, however, is the transcontinental dash.

Gladys O'Donnell, one of America's greatest women aviators, was recently toasted at a banquet here, attended by 250 celebrities of the flying world and the backers of the new air classic, as the initiator of the idea.

Sanctioned by the National Aeronautic Association of Washington, D. C., this new contest is predicted to become an annual event of national and international importance.

This city has been and is the home of many noted fliers and has a notable aviation history dating back to the pioneer days of the industry. Through the Junior Chamber of Commerce, enthusiastic cooperation of the principal interests of Long Beach and Los Angeles are being given in backing this pioneer event among the air classics of the country.

Full cooperation of the military and municipal authorities, as well as of all the private organizations interested in aviation has been given. Representatives of these interests will be active participants in the two-day fiesta.

Gladys O'Donnell, who is acting as managing director, will not compete, but has received the assurance of the leading women fliers of the country of their participation and support Many well known figures of Hollywood who are also aviation enthusiasts will take part in the event.

The management of the races and pageant is in the hands of Orville Kuster, well known director of air races and aviation shows. He is best known here for his activities at the National Air Races in 1933 and for his work at the air races in Cleveland.

WOMEN FLYERS SCHEDULED IN VISIT SUNDAY

Gladys O'Donnell, winner of 25 aviation events in the last five years, will leave Grand Central Airport in Glendale Sunday en route to Lindbergh Field and the California-Pacific Exposition as a feature of Aviation day and dedication of the Consolidated Aircraft Corporation's new plant.

Nine other women fliers will accompany her on the flight, including Ethel Sheehy, Bessie Owen, Grace Cooper, Betty Furmin, La Verne Woolfram, Evelyn Hudson, Hilda Jarmuth, Katherine Cheung and Bernice Huerrera.

The Ryan School of Aeronautics will stage an air show here and leaders of aviation throughout the country will be present to participate in ceremonies.

The women pilots will compete for the Shell trophy cup and other honors and will participate in several programs at the Exposition designed to recognize aviation's outstanding position.

The race will start at 10 a. m. from Glendale and end at Lindbergh Field. At the Exposition seven aviation firms have arranged for special exhibits.

NEW MODEL LOCKHEED TRANSPORT ANNOUNCED

Upon the delivery of the first of five Lockheed airliners to Eastern Air Lines division of North American Aviation, Inc., Lockheed Aircraft Corporation announced the development of a new twin-engine Electra transport, which has been granted Approved Type Certificate No 125 by the Bureau of Air Commerce. The trim new transports will be added to the "Great Silver Fleet" of Eastern Air Lines for service on the company's extensive air mail and passenger system in the eastern states. from Newark to New Orleans and from Chicago to Miami.

First American transport plane to be powered with new Wright Whirlwind model 975E3 engine with dynamic balancer, the twin-engine Lockheed is recognized as the fastest multi-engine airliner in the world. Top speed is aproximately 210 miles per hour. The new Lockheed will carry 10 passengers in comfortable chairs, two pilots and 500 pounds of cargo. With its new engines this Electra will have a gross load of 10,000 pounds as compared with a gross load of 9750 pounds of their most popular previous model.

Innovations in the new model include the installation of de-icer equipment in the leading edges of the wing and on each stabilizer. Landing lights are also in the leading edge rather than in the nose of the fuselage.

Hamilton Standard adjustable pitch propellers are driven by the two whirlwinds which develop 440 horsepower each at 2200 rpm at sea level.

AVIATION SHORTS

(Continued from Page Six)

identification of two seat cushions from the plane. They were discovered on the beach at Stansbury Island, five miles north of where bodies of two of the plane's crew were located last week.

Nearing the end of his vacation, President Roosevelt last week made his first direct contact with the outside world when a Navy plane from Bahia Honda, Panama, brought his mail to the Houston.

The Houston and her escort,, the Portland, are en route to Perlas Islands in Panama Bay, after a three-day stay at Cocos Island. After leaving there the presidential ship will steam through the canal and head for home.

And now air traffic is getting so thick that we have parachute collisions. Two chute jumpers from an airport near Moscow bumped in mid-air and descended safely to the ground.

Pilot Osadtchy leaped from a ship and hurtled toward the earth, unable to open his chute. The chute of Pilot Oganesov became tangled when the two men crashed into each other. Oganesov succeeded in untangling his chute and carried his fellow airman to earth.

March Field, Riverside—Lieut. William A. Thatcher, Jr., 24, saved his life here by bailing out of his plane after learning by radio from another plane that his landing gear was damaged. Thatcher circled over the airport and radioed the field here for orders. He was advised to fly over a nearby dry lake and use his own judgment He did and landed safe. The plane crashed and burned.

Chicago—Branding charges that the United Air Lines had discharged competent mechanics and replaced them with untrained men as ridiculous, W. A. Patterson, United president, in a statement here, hit back at John Fitzpatrick, head of the Chicago Federation of Labor, who had declared that labor troubles might have been involved in the recent crash of a United air liner at Cheyenne, Wyo., in which 12 persons were killed.

"United Air Lines had had no labor controversy anywhere in its entire system," Patterson said.

Two machinists' mates aboard the coast guard patrol boat Calypso were flown to shore in a coast guard plane after word had been received they suffered injuries sustained in course of duty. They are Alfred J. Baker and Michael W. Keller. Baker was reported to have an infected leg and Keller infected face cuts. The pilot of the coast guard plane was Radioman C. H. Allen. He met the Calypso about 60 miles out at sea

Los Angeles—Caroming off a billboard as it glided to earth with a dead motor, an airplane crashed, severely injuring Geo. Schwamm, 33, movie stunt flier. With him was Wayne Fields, 32, who was slightly cut and bruised.

Select Temporary Bases For Pacific

SAN FRANCISCO—A temporary lease on Alameda Airport, located in San Francisco bay, was ratified here by the Alameda city council, establishing the bay area as one of the points from which Pan American's experimental trans-Pacific air transport operations will be conducted.

Confirming reports that other air terminal sites were being studied on the coast for this service, J T. Trippe, president of the Pan-American Airways system, said that in addition to the San Francisco area, other points on the California coast were also to be used during the experimental period.

"Through the courtesy of the Navy Department Pan-American Airways has arranged for temporary use of a section of the naval air station at San Diego," Mr. Trippe said. Questioned as to whether or not flights would be made from Los Angeles, Mr. Trippe said that it was not certain whether harbor improvements could be completed in time for these flights.

"On invitation from Mayor Frank M. Shaw of Los Angeles our engineers have submitted to the mayor's office an outline of requirements which would be necessary to accommodate trans-ocean type flying boats at Los Angeles."

WESTERN AIR EXPRESS

Schedules corrected to September 1, 1935.

Lv SAN DIEGO (PT)	7 40	7 40	w11 00	w3 00	w3 00	w7 25	9 50
Ar Los Angeles "	8 34	8 34	11 55	3 55	3 55	8 20	10 42
Ar Bakersfield "	↓	10 12	↓	↓	15 12	↓	12 27
Ar Fresno "		11 05			f6 05		1 20
Ar SAN FRANCISCO "	10 52	12 15	2 07	6 07	7 15	10 37	2 30
Ar Oakland "	11 12	12 35	2 27	6 27	7 35	10 57	2 50
Ar Sacramento "	12 02	.....	.....	.....	.....	.....	7 05
Ar PORTLAND "	3 42	.....	6 42	.....	.....	.....	.....
Ar Tacoma "	4 40	.....	7 35	.....	.....	.....	7 58
Ar SEATTLE "	5 07	.....	8 02	.....	.....	.....	8 25
Ar Vancouver, B. C. "	.....	.....	.....	.....	.....	.....	10 45

AM Times in LIGHT Figures. PM Times in DARK Figures
w—Via Western Air Express, San Diego-Los Angeles. f—Flag stop

UNITED AIR LINES

Air Miles	DAILY SCHEDULES (Standard Time)	Trip 2-12		Trip 4-24	Trip 3-6-16	
0	Lv San Diego (Lindberg Field) P. T.	11:00 AM		3:00 PM	9:50 PM	
124	Ar Los Angeles (Union Air Terminal)	11:55 AM				
	Lv Los Angeles (Union Air Terminal)	1:00 PM		3:55 PM	10:42 PM	
385	Ar Los Vegas (Boulder Dam)	2:45 PM		6:00 PM	11:00 PM	
	Lv Los Vegas (Boulder Dam)	2:55 PM		7:45 PM	12:40 AM	
778	Ar Salt Lake City (Municipal Airport) M.T.	6:10 PM		7:55 PM	12:50 AM	
				11:10 PM	4:00 AM	
	Lv Salt Lake City (Municipal Airport) M.T.	6:39 PM	6:25 PM	11:25 PM	4:18 AM	4:30 AM
	Ar Cheyenne	8:45 PM	8:31 PM	1:31 AM	6:24 AM	6:36 AM
1192	Lv Cheyenne	8:57 PM	8:43 PM	1:43 AM	6:36 AM	6:56 AM
	Ar North Platte	.....	.....	.....	.....	9:24 AM
1407	Ar Grand Island	.....	.....	.....	.....	10:14 AM
1539	Ar Lincoln	.....	.....	.....	.....	10:49 AM
1619	Ar Omaha	12:37 AM	12:23 AM	5:23 AM	10:16 AM	11:13 AM
1674	Lv Omaha	12:49 AM	12:35 AM	5:35 AM	10:28 AM	11:25 AM
	Ar Des Moines	.....	1:34 AM	.....	.....	12:24 PM
1792	Ar Iowa City	.....	.....	.....	.....	1:14 PM
1897	Ar Moline	.....	.....	.....	.....	1:43 PM
1952	Ar Chicago (Mun. Air.) C.T.	3:09 AM	3:05 AM	7:55 AM	12:48 PM	2:45 PM
2100				8:30 AM		
	Lv Chicago (Mun. Air) C.T.	3:30 AM			1:00 PM	3:00 PM
2419	Ar Cleveland	6:18 AM		11:18 AM	3:48 PM	5:48 PM
2824	Ar New York (Newark) E.T.	8:47 AM		1:47 PM	6:17 PM	8:17 PM

SAN DIEGO-ENSENADA AIR LINES

MORNING AND EVENING SCHEDULES

Leave San Diego 9:30 a. m., arriving Ensenada 10:15 a. m. Leave Ensenada 10:30 a. m., arriving San Diego 11:15 a. m.

Leave San Diego 3 p. m., arriving Ensenada 3:45 p. m. Leave Ensenada 4 p. m. arriving San Diego 4:45 p. m.

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Consolidated Officials

Officers, directors and technical staff of the Consolidated Aircraft Corporation who are now busily engaged in their various duties at the new plant. They are, left to right:
R. S. Madison, secretary-treasurer; Lt. Comdr. D. M. Carpenter, ingineer; R. A. Miller, chief of structures; H. A. Sutton, assistant chief engineer; R. E. Oversmith, chief of production; J. L. Kelley, factory superintendent; George Newman, jr., assistant factory superintendent; C. T. Leigh, vice president and material supervisor; C. A. Van Dusen, vice president and works manager; Capt. L. C. Hurd, inspector of army aircrafts; E. F. Neff, personnel supervisor; B. W. Sheahan, chief of drafting; and D. G. Fleet, assistant to the manager.

Famous Flier To Attempt Assault On Record Marks

Col. Art Goebel, famous pilot who made aviation history in 1927-1929, announced his plans recently for an attempted come-back. Absent from speed flying records for several years, Col. Goebel says he has plans practically completed for an assault on two trans-continental air records in a few weeks.

Flying a special built low-wing Lockheed plane, Col. Goebel will first attempt to smash the east-west mark. Taking the air again after a short rest on the coast, Colonel Goebel will make an attempt to lower the record of ten hours, two minutes, fifty-one seconds made by Col. Roscoe Turner on the eastward crossing. He stated he intends to make both flights at an altitude of over 15,000 feet or as high as he can go without the aid of oxygen.

On this high altitude flight he says he will use the recently developed high-octane polymerized fuel used by Howard Hughes when he made a flight between San Francisco and Honolulu which was record breaking. The next year he broke the west to east record—the one he is again aiming at, when he flew across the continent in 18 hours. This record was broken two years later. Goebel says his secret ambition is to make a non-stop flight around the world. He believes that with proper equipment this feat can eventually be accomplished.

AIR CORPS HANGAR AT LINDBERGH FIELD HAS LOCAL PWA APPROVAL

An Army Air Corps reserve hangar at Lindbergh Field has been approved by George White, director of the local PWA office and the suggestion forwarded to San Francisco PWA headquarters

Requested by the Harbor department, the hangar will be 60x100 feet in size and will cost approximately $17,739. Employment will be given to 71 persons during its erection.

Need for the new hangar has arisen since the present reserve hangar at North Island must be given over to the navy.

USE THE AIR MAIL.

Ryan School Adds Building For S. D. College Air Class

The T. C Ryan School of Aeronautics has added a 50x100-foot extension to its building at Lindbergh Field to accommodate the ground school classes from San Diego State College. Arrangements have been made whereby State College students desiring to study aeronautics receive instruction at the Ryan school and in the Ryan shops. These students will spend one-half day at Lindbergh Field and one-half day in their regular classes at State College.

EFFORTS TO OBTAIN AIR MAIL AFTERNOON DEPARTURE IS DENIED

The Aviation Committee has been advised by Alvin Adams, president of Western Air Express, that negotiations with the Post Office Department for permission to carry mail on the 3 p. m. departure from San Diego to Salt Lake City have been successful. The second assistant postmaster general in charge of the department will not permit payment for this service. It is hoped that the necessary funds for this additional service may be obtained when Congress reconvenes.

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SERVICENOTES

Nonstop Coastwise Flights Just Training Trip To Navy

By FRANK HAVEN

Non-stop flights similar to the one recently completed by Patrol squadron seven at North Island from San Diego to Seattle and back are routine matters with patrol fliers, Lieut. Cmdr. Price, commander of the flight says.

Similar flights by other patrol squadrons are planned in the future.

"The flight to Seattle was just a routine training trip for the officers," Lieut. Cmdr. Price says "The six planes in the squadron took 11½ hours to fly to Seattle and 10½ hours to come back.

"We never made a stop anywhere. Last Saturday morning we took off from Seattle but had to turn back because of weather conditions, making the only incident of the jaunt worth mentioning."

Lieut. Cmdr Price said that the Navy air field at Seattle had excellent facilities but was small as compared to the fields in this sector.

The patrol planes, or "flying boats," had to maintain high altitudes during the entire trip. Lieut. Cmdr. Price is wing commander and is attached to the USS Wright which came into port for a stay until Oct. 23 yesterday.

Squadron commander is Lieut. Cmdr. Rutledge Irvine and others on the non-stop flight were Lieuts. Talbot, Fort, Heath, Parr, Duerfeldt and Tague.

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PLANS ANNOUNCED BY NINTH CORPS

(Continued from Page One)

to March Field. Removal of the Rockwell Field air depot will take nearly a year, as no facilities for it, as yet, have been constructed.

With the Navy altogether in possession of the Island, basing here one of the two transport carriers, Yorktown and Enterprise is certain and an expenditure of nearly $4,000,000 in improvements is expected.

Exclusive use of Rockwell Field by the Navy and removal of the Army to March Field has been announced as a "deal" between the two service branches by Secretary of War George Dern.

Secretary Dern declared the exchange was part of General Douglas MacArthur's program for concentrating the strength of the national defense.

The Army plans to make March Field its principal aviation base on vale its principal aviation base on the coast and one of the strongest in the nation, according to Secretary Dern. Sunnyvale has been operated with only a skeleton force since the dirigible Macon crashed in the Pacific last spring. Naval planes have made it their base during their summer maneuvers.

The move will affect 300 civilian workers, 30 officers and 542 Army men, according to Col. Jacob Wuest, commander Rockwell Field air depot.

Involved in the transfer will be more than $30,000,000 worth of materials and equipment in the storage depot, the 19th Bombardment group with its complement of 40 planes, and considerable field and flying equipment. Lieut. Col. Howard C. Davidson commands the 19th Bombardment group.

Transfer of supplies, equipment and material from the storage depot will take months, Captain Harold Brand, press relations officer, said.

The transfer concludes a controversy of 15 years over Rockwell Field. The North Island base has been found too small to accommodate both military branches. With removal of the Army, the Navy will spend nearly $4,000,000 for construction of hangars at the west end of the island, it is believed. The island now covers 1340 acres.

In addition Navy authorities here believe the swap assures the basing in San Diego of the two new plane carriers, Yorktown and Enterprise which are under construction and will be commissioned in 1937. Their arrival will supplement the Navy base by 740 planes.

Removal of the Army air forces was not unexpected, according to Major T. C. Macaulay, manager of the chamber of commerce. Several years ago, the problem first arose and the chamber endeavored to find a solution, he said. "Loss of the army units will be very much felt," he said.

Chamber officials pointed out that they offered the Army industrial lands near Chula Vista where citizens voted $100,000 as a gift if the Army would move there. However, military officials made it clear that it was North Island or nothing," and that if they moved it would mean giving up their air station here. Land also was offered on Camp Kearney mesa, but was unacceptable to Army authorities

A "truce" in the "battle of North Island" was agreed on by the Army and Navy officials last year, pending a solution for the difficulty. It was stressed that congestion of airlanes and not lack of space on the island itself was the principal reason more room was needed. Dredging operations to add 500 acres to North Island still would not solve the problem.

There was some talk of the fleet air base moving to Sunnyvale, so San Diego stood the chance of losing one unit or the other. As it is, the addition of two more carriers to the fleet will compensate for the loss of the Army units, it is believed.

Representative Burnham, commenting on the transfer of Rockwell Field, said that North Island now probably will be made "the greatest naval air base in the world."

"The men in charge of our national defenses know better how to allocate their bases than the layman and, because it is in the interest of national defense, I shall not oppose the transfer," Representative Burnham said.

READ THE AIR NEWS.

LINER SET HIGH RECORD

(Continued from Page One)

Douglas Luxury Liners in service throughout the world. Fifty-eight are doing their daily and nightly work of transporting passengers, mail and goods across America for TWA, Inc., and American Airlines. A fleet of them is at work along the Atlantic coast on Eastern Air Lines, bringing the entire south to the back door of New York and Chicago. Another fleet is engaged in shrinking South America in travel time for Pan American Airways.

Efficiency Increased.

For the first six months of 1935 there were 25 airlines in the United States flying 350 airplanes Of the 29,017,520 miles scheduled to be flown, the air companies completed 26,259,665 miles.. Douglas Luxury Liners of TWA, American Airlines and Eastern Air Lines flew 7,284,437 miles of this total, or 27.7 per cent, and in so doing increased the efficiency of this operation in six months as much as 35 per cent for one air line and 20 per cent for another.

The whole-hearted response by the public is clearly illustrated in the two blue-ribbon flights of TWA, the First Sky Chief and the Second Sky Chief. They are referred to in the press of the country as the "Celebrity Specials," because there is not a day but some American or foreign personage of outstanding importance is a passenger. Bookings in Los Angeles and New York must be made days in advance to insure travel.

15,000 Miles Daily

American Airlines, flying more route miles than any other United States air transport company, began to equip its system with Douglas transports a few weeks before the first of the year. At present they are operating Douglas Luxury Liners 15,020 miles a day, 9012 miles in the daytime and 6008 miles at night. Popularity of the silver-winged Luxury Liner on this route is shown in a total of 39,000 passengers transported solely in these planes since December. During July, American Airlines report the Douglas planes on the southern division operated on an efficiency of 100 per cent.

Foreign airlines were not long in recognizing the high quality of the Douglas plane and there have been delivered 34 Luxury Liners to KLM, (Royal Dutch Air Lines), Avio Linee Italiane S, "Swissair" Schweizerische Luftverkehrs Gesellschaft AG, Deutsche Lufthansa Aktiengesellschaft, Lineas Aereas Postales Espanolas, Japan Air Transport, Chino National and others. Douglas Aircraft officials announce that all operators have reported on the excellence of the equipment in overcoming sectional problems formerly unsolvable with previous equipment.

San Diego will retain its Army Air Corps officers' flying reserve unit. High officials of the Ninth Corps Area have approved transfer of equipment and personnel of the 514th Observation Spuadron, U. S. A. Air Corps Reserve, from Rockwell Field to Lindbergh Field, Lieut. William Van Dusen was notified Thursday.

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IT MAY INTEREST YOU TO KNOW . . .

The youngest pilot in France, and perhaps the entire world, is 16-year-old Mlle. Elida Bierlein, daughter of the president of Metz Aero club, Paris. The air ministry recently granted her a license.

Instruction in blind take-offs and S. A. T. R. 90-day rechecks are being given T. W. A. pilots in a Ford tri-motor by "Bill" Coyle, chief pilot of the western division, at their Grand Central air terminal base in Glendale, Calif. The plane, which was discarded when the use of faster equipment was inaugurated, has been kept in excellent shape as a reserve plane and is ideal for instrument flying training, according to Coyle.

Air travelers at Union Air Terminal, Burbank, Calif., averaged 236 daily for the month of August.

The figures for this month, estimating only revenue passengers, was 7372, or a daily average of 236 air passengers, in and out.

With 5081 and 2291 revenue passengers, respectively, both United Air Lines and Western Air Express broke all company records. A total of 675 United transports took off and landed during the month, while the Western Aix Express total was 371.

H. Hawley Bowlus and B. F. Mahoney, designers and builders of the famous "Spirit of St. Louis," are now engaged in the construction and sale of stream-lined auto trailers in San Fernando, Calif.

At midnight, September 3, aircraft of the Transcontinenta & Western Air, Inc., had flown the great total of 25,050,710 miles, or the equivalent of 1000 times around the earth at the equator.

T. W. A. was organized on October 1, 1930. It began operating October 15, 1930. The company began the transportation of air mail under contract with the post office department October 25, 1930.

T. W. A., Inc., is the outgrowth, on the western terminus of the line, of the old Maddux Air Lines, and was also at one time affiliated with Western Air Express, and is therefore one of the early services enjoyed out of Los Angeles.

Lindbergh Field, Municipal Airport, has enjoyed for some time the distinction of having the highest rating by the United States department of commerce. At the request of the aviation department, chamber of commerce, a large billboard was recently erected by Port Director Joe Brennan at the north end of the airport bearing this information.

Laura Ingalls had her heart set on establishing a new transcontinental non-stop record for women. On September 13 She was successful in achieving this ambition when she flew between Union Air Terminal, Burbank, Calif., and Floyd Bennett Field in New York City in 13 hours, 34 minutes and 5 seconds. This flight bettered the two year-old record set by Amelia Earhart Putnam by 3 hours 33 minutes and 5 seconds. Miss Ingalls missed the non-stop record for men by only 7 minutes and 5 seconds.

A transport plane lands or takes off at Union Air Terminal on the average of every half hour during an 18-hour period each day, according to Fred Denslow, president and general manager of the port.

The war department in Washington announced September 26 the award of a contract to the Douglas Aircraft company, Santa Monica, Calif., for the purchase of 18 transport planes, to cost $1,235,500.

Dr. S. Albert Reed, 81, inventor of the first all-metal airplane propeller, died at his home in New York October 1. His duralumin propellor, designed in 1921, was used on the famous transatlantic flight in 1927 by Col. Charles A. Lindbergh.

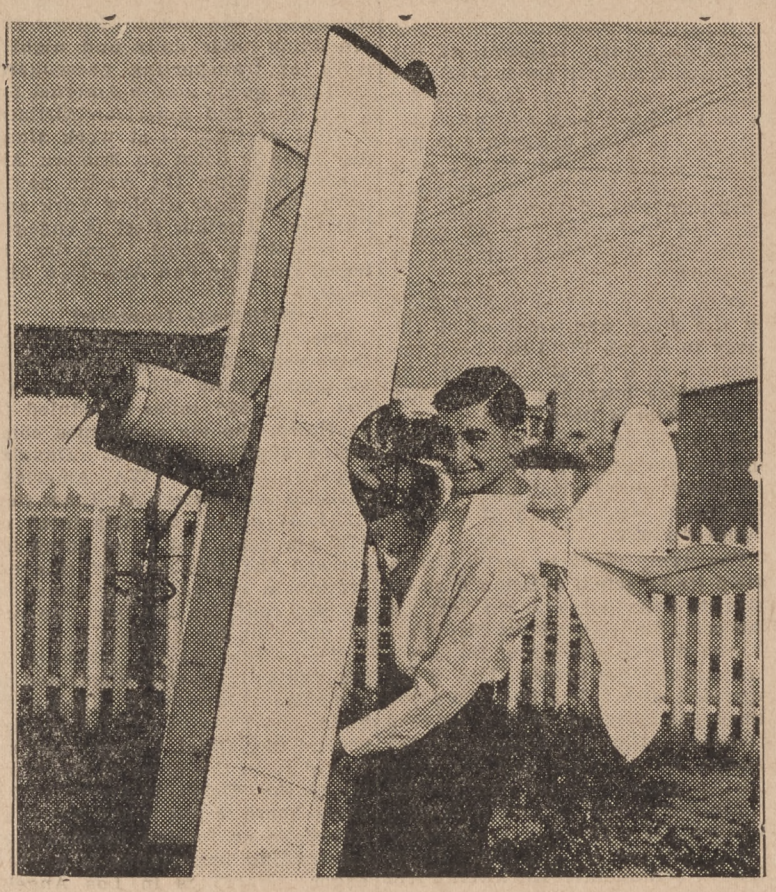
Sir Charles Kingford -Smith, internationally renowned aviator, who has flown across more oceans than any contemporary flier, will make his final bid for air fame in October when he will fly from London to Melbourne in an attempt to break the record established last year in the MacRobertson international air race.

He will fly in the same Lockheed Altair which carried him across the Pacific in October, 1934, and which has broken nearly every air record in Australia. The Lockheed is a single-motor commercial plane and will be out to lower a mark set by the specially-built twin-engine racing plane.

Clyde Pangborn, noted distance flier, announced in Oakland on September 24 that he would shortly attempt a non-stop flight around the world. Eddie Robbins will go along as co-pilot.

Lieut. Commander Herbert V. Wiley, survivor of the ill-fated Akron and Macon, Navy dirigibles, was married in Los Angeles September 21 to Mrs. Charlotte Weeden, formerly of Sacramento. Wiley was in command of the Macon when it crashed in the Atlantic some time ago.

HOW'S THIS ONE FOR SIZE?



—Reproduction, Courtesy San Diego Sun.

TOMMY SAPORITO AND HIS PLANE

YOUTHFUL S. D. AIR FAN SEES TEST VALUE IN MODEL PLANE

The leader of a flying squadron should have the biggest and best plane of the outfit, Tommy Saporito, 15-year old captain of the Scripps-Howard Junior aviators in the University Heights district, insists.

And to prove that he isn't fooling about having a plane that is a plane, Tommy laboriously hauls out a model ship from a hangar that has a six-foot wing spread, is five feet long and can fly through the use of elastic bands.

Tommy has been working on the plane for nearly six months and just has it completed. It's wing coverings are from cotton material meticulously placed on strips of wood obtained in the school carpenter shop.

Highly hopeful of some day becoming an aviation pilot or mechanic, Tommy has a novel plan for the future of the plane. With the aid of a neighbor he intends putting a one-pound motor into the ship and trying it out from a hill nearby.

It'll wreck the plane, Tommy says, but it'll prove the practicability of such model planes with motors attached, in the future.

Young Saporito, besides being an aviation "nut," is also a crack golfer and once figured in the news as a Scout lifesaver. He is the son of Mr. and Mrs. Tom Saporito, 2015 Meade avenue.

AVIATION SHORTS

Observance of Air Navigation Week will be climaxed here tomorrow by celebration of Aviation Day at the California-Pacific International Exposition and dedication of the new Consolidated Aircraft Corporation's new $1,000,000 plant at Lindbergh Field. San Diego entered into the celebration by official proclamation by Mayor P. S Benbough of Air Navigation Week.

The new world glider records were claimed this week by a Soviet airman and aviatrix, according to dispatches from Koktable, The Crimea, U. S. S. R. Pilot Lyzitsen remained aloft 38 hours, 40 minutes, beating by half an hour the record set just a few days before by Pilot Sukhomlinoff. Maria Razenskaya claimed a women's record of 15 hours, 39 minutes.

The first parachute was invented by Andre Jacques Garnarin while he was planning a way to escape from prison and drop himself over a wall. Later he made the first successful descent from a balloon in 1797.

Another air tragedy was laid to high tension power wires when a light bi-plane crashed into an 88,000-volt line at Indio, Calif. Pilot R. F Stergill was killed. Failing to gain enough altitude, his craft struck the wires and was dashed to the ground.

Salt Lake City—Additional evidences of the wrecking of the lost Standard Oil Company of California air liner was made public here with the finding and

(Continued on Page Seven)

Air Traffic Gain Forces Expansion By Local Air Lines

Sharp increases in air traffic in and out of San Diego have resulted in opening of joint uptown offices by the Western Air Express and United Air Lines according to announcements by heads of the two companies.

The offices are in the lobby of the U S. Grant hotel at the Third avenue entrance. An attendant is on duty during office hours.

"The uptown offices are in addition to offices at Lindbergh Field," said George Cussens, general traffic manager for Western Air. "The additional joint office was necessitated by a sharp increase in air traffic.' '

United Air Lines Sets High Record

United Air Lines' west coast division hung up almost a 100 per cent record during August when it flew all but 822 miles of a scheduled 360,537 miles between here and Seattle, linking all cities between the Mexican and Canadian borders.

The Seattle-Salt Lake City division made a 100 per cent record and the Pacific Coast-Chicago-New York division scored a combined average of 99.9 per cent, including the same high percentage of performance on its overnight coast-to-coast flights.

COL. ROSCOE TURNER ASKS FINANCIAL AID ROUND WORLD FLIGHT

"I'll fly around the world for you," is not a theme song that Col. Roscoe Turner is singing, but would voice his plea for financial backing for a projected flight around the world at the equatorial line.

Col. Turner, Los Angeles speed flier, pilot of many daring flying feats, says he has a new kind of plane, one combining speed, endurance and safety, in mind for the trip around the imaginary belt encircling the earth exactly between the poles.

We suggest that Col. Turner, like Columbus, plead his cause with the queen of some foreign country providing no one comes through with the necessary funds

San Diego Youth Wins Air Wings At Army School

Another son of San Diego earned his air wings last week when he was graduated from the U. S. Army air corps advanced flying school at Kelly Field, San Antonio, Texas, according to reports received here.

He is Second Lieut. George B. Dany, son of Major George Dany, U. S.. Army retired, and Mrs. Dany, 4201 Euclid avenue. He is expected here soon for a visit with his parents.

Lieut. Dany is a graduate of San Diego high school and State college. He was graduated last June from West Point and will become a military pilot after leaving Kelly Field.

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Pacific Air Pageant Will Be Held At Long Beach Nov. 10-11

Long Beach, Oct. 19—Official announcement has just been made of the Women's Championship Air Races and Pacific Air Pageant to be held here Nov. 10-11, under the official sanction of the National Aeronautic Association of Washington, D. C.

Sponsored by the Junior Chamber of Commerce of Long Beach in collaboration with the Los Angeles Junior Chamber organization, this contest is to determine the champion woman aviator of the United States. There are to be four main contests, one transcontinental speed dash and three women's closed course races.

The transcontinental dash will start from Floyd Bennett Field, New York, and end in front of the grandstand at the Long Beach airport. There will be one stop at Amarillo, Texas, because of the shorter days and weather hazards.

This is to be a race for the faster flying time between the Atlantic and Pacific points. It is a free-for-all competition for all types of airplanes and there will be no handicaps. Qualifying speed is to be 160 miles an hour.

A carefully worked out system of merits to be divided between the four race events will be used to determine the champion woman flier. The chief event, however, is the transcontinental dash.

Gladys O'Donnell, one of America's greatest women aviators, was recently toasted at a banquet here, attended by 250 celebrities of the flying world and the backers of the new air classic, as the initiator of the idea.

Sanctioned by the National Aeronautic Association of Washington, D. C., this new contest is predicted to become an annual event of national and international importance.

This city has been and is the home of many noted fliers and has a notable aviation history dating back to the pioneer days of the industry. Through the Junior Chamber of Commerce, enthusiastic cooperation of the principal interests of Long Beach and Los Angeles are being given in backing this pioneer event among the air classics of the country.

Full cooperation of the military and municipal authorities, as well as of all the private organizations interested in aviation has been given. Representatives of these interests will be active participants in the two-day fiesta.

Gladys O'Donnell, who is acting as managing director, will not compete, but has received the assurance of the leading women fliers of the country of their participation and support Many well known figures of Hollywood who are also aviation enthusiasts will take part in the event.

The management of the races and pageant is in the hands of Orville Kuster, well known director of air races and aviation shows. He is best known here for his activities at the National Air Races in 1933 and for his work at the air races in Cleveland.

WOMEN FLYERS SCHEDULED IN VISIT SUNDAY

Gladys O'Donnell, winner of 25 aviation events in the last five years, will leave Grand Central Airport in Glendale Sunday en route to Lindbergh Field and the California-Pacific Exposition as a feature of Aviation day and dedication of the Consolidated Aircraft Corporation's new plant.

Nine other women fliers will accompany her on the flight, including Ethel Sheehy, Bessie Owen, Grace Cooper, Betty Furmin, La Verne Woolfram, Evelyn Hudson, Hilda Jarmuth, Katherine Cheung and Bernice Huerrera.

The Ryan School of Aeronautics will stage an air show here and leaders of aviation throughout the country will be present to participate in ceremonies.

The women pilots will compete for the Shell trophy cup and other honors and will participate in several programs at the Exposition designed to recognize aviation's outstanding position.

The race will start at 10 a. m. from Glendale and end at Lindbergh Field. At the Exposition seven aviation firms have arranged for special exhibits.

NEW MODEL LOCKHEED TRANSPORT ANNOUNCED

Upon the delivery of the first of five Lockheed airliners to Eastern Air Lines division of North American Aviation, Inc., Lockheed Aircraft Corporation announced the development of a new twin-engine Electra transport, which has been granted Approved Type Certificate No 125 by the Bureau of Air Commerce. The trim new transports will be added to the "Great Silver Fleet" of Eastern Air Lines for service on the company's extensive air mail and passenger system in the eastern states, from Newark to New Orleans and from Chicago to Miami.

First American transport plane to be powered with new Wright Whirlwind model 975E3 engine with dynamic balancer, the twin-engine Lockheed is recognized as the fastest multi-engine airliner in the world. Top speed is aproximately 210 miles per hour. The new Lockheed will carry 10 passengers in comfortable chairs, two pilots and 500 pounds of cargo. With its new engines this Electra will have a gross load of 10,000 pounds as compared with a gross load of 9750 pounds of their most popular previous model.

Innovations in the new model include the installation of de-icer equipment in the leading edges of the wing and on each stabilizer. Landing lights are also in the leading edge rather than in the nose of the fuselage.

Hamilton Standard adjustable pitch propellers are driven by the two whirlwinds which develop 440 horsepower each at 2200 rpm at sea level.

AVIATION SHORTS

(Continued from Page Six)

identification of two seat cushions from the plane. They were discovered on the beach at Stansbury Island, five miles north of where bodies of two of the plane's crew were located last week.

Nearing the end of his vacation, President Roosevelt last week made his first direct contact with the outside world when a Navy plane from Bahia Honda, Panama, brought his mail to the Houston.

The Houston and her escort,, the Portland, are en route to Perlas Islands in Panama Bay, after a three-day stay at Cocos Island. After leaving there the presidential ship will steam through the canal and head for home.

And now air traffic is getting so thick that we have parachute collisions. Two chute jumpers from an airport near Moscow bumped in mid-air and descended safely to the ground.

Pilot Osadtchy leaped from a ship and hurtled toward the earth, unable to open his chute. The chute of Pilot Oganesov became tangled when the two men crashed into each other. Oganesov succeeded in untangling his chute and carried his fellow airman to earth.

March Field, Riverside—Lieut. William A. Thatcher, Jr., 24, saved his life here by bailing out of his plane after learning by radio from another plane that his landing gear was damaged. Thatcher circled over the airport and radioed the field here for orders. He was advised to fly over a nearby dry lake and use his own judgment He did and landed safe. The plane crashed and burned.

Chicago—Branding charges that the United Air Lines had discharged competent mechanics and replaced them with untrained men as ridiculous, W. A. Patterson, United president, in a statement here, hit back at John Fitzpatrick, head of the Chicago Federation of Labor, who had declared that labor troubles might have been involved in the recent crash of a United air liner at Cheyenne, Wyo., in which 12 persons were killed.

"United Air Lines had had no labor controversy anywhere in its entire system," Patterson said.

Two machinists' mates aboard the coast guard patrol boat Calypso were flown to shore in a coast guard plane after word had been received they suffered injuries sustained in course of duty. They are Alfred J. Baker and Michael W. Keller. Baker was reported to have an infected leg and Keller infected face cuts. The pilot of the coast guard plane was Radioman C. H. Allen. He met the Calypso about 60 miles out at sea

Los Angeles—Caroming off a billboard as it glided to earth with a dead motor, an airplane crashed, severely injuring Geo. Schwamm, 33, movie stunt flier. With him was Wayne Fields, 32, who was slightly cut and bruised.

Select Temporary Bases For Pacific

SAN FRANCISCO—A temporary lease on Alameda Airport, located in San Francisco bay, was ratified here by the Alameda city council, establishing the bay area as one of the points from which Pan American's experimental trans-Pacific air transport operations will be conducted.

Confirming reports that other air terminal sites were being studied on the coast for this service, J T. Trippe, president of the Pan-American Airways system, said that in addition to the San Francisco area, other points on the California coast were also to be used during the experimental period.

"Through the courtesy of the Navy Department Pan-American Airways has arranged for temporary use of a section of the naval air station at San Diego," Mr. Trippe said. Questioned as to whether or not flights would be made from Los Angeles, Mr. Trippe said that it was not certain whether harbor improvements could be completed in time for these flights.

"On invitation from Mayor Frank M. Shaw of Los Angeles our engineers have submitted to the mayor's office an outline of requirements which would be necessary to accommodate trans-ocean type flying boats at Los Angeles."

WESTERN AIR EXPRESS

Schedules corrected to September 1, 1935.

Lv SAN DIEGO (PT)	7 40	7 40	w11 00	w3 00	w3 00	w7 25	9 50
Ar Los Angeles "	8 34	8 34	11 55	3 55	3 55	8 20	10 42
Ar Bakersfield "		10 12			f5 12		12 27
Ar Fresno "		11 05			f6 05		1 20
Ar SAN FRANCISCO "	10 52	12 15	2 07	6 07	7 15	10 37	2 30
Ar Oakland "	11 12	12 35	2 27	6 27	7 35	10 57	2 50
Ar Sacramento "	12 02						7 05
Ar PORTLAND "	3 42		6 42				
Ar Tacoma "	4 40		7 35				7 58
Ar SEATTLE "	5 07		8 02				8 25
Ar Vancouver, B. C. "							10 45

AM Times in LIGHT Figures. PM Times in DARK Figures
w—Via Western Air Express, San Diego-Los Angeles. f—Flag stop

UNITED AIR LINES

Air Miles	DAILY SCHEDULES (Standard Time)	Trip 2-12		Trip 4-24	Trip 3-6-16	
0	Lv San Diego (Lindberg Field) P. T.	11:00 AM		3:00 PM	9:50 PM	
124	Ar Los Angeles (Union Air Terminal)	11:55 AM				
	Lv Los Angeles (Union Air Terminal)	1:00 PM		3:55 PM	10:42 PM	
385	Ar Los Vegas (Boulder Dam)	2:45 PM		6:00 PM	11:00 PM	
	Lv Los Vegas (Boulder Dam)	2:55 PM		7:45 PM	12:40 AM	
778	Ar Salt Lake City (Municipal Airport) M.T.	6:10 PM		7:55 PM	12:50 AM	
				11:10 PM	4:00 AM	
	Lv Salt Lake City (Municipal Airport) M.T.	6:39 PM	6:25 PM	11:25 PM	4:18 AM	4:30 AM
	Ar Cheyenne	8:45 PM	8:31 PM	1:31 AM	6:24 AM	6:36 AM
1192	Lv Cheyenne	8:57 PM	8:43 PM	1:43 AM	6:36 AM	6:56 AM
	Ar North Platte					9:24 AM
1407	Ar Grand Island					10:14 AM
1539	Ar Lincoln					10:49 AM
1619	Ar Omaha	12:37 AM	12:23 AM	5:23 AM	10:16 AM	11:13 AM
1674	Lv Omaha	12:49 AM	12:35 AM	5:35 AM	10:28 AM	11:25 AM
	Ar Des Moines		1:34 AM			12:24 PM
1792	Ar Iowa City					1:14 PM
1897	Ar Moline					1:43 PM
1952	Ar Chicago (Mun. Air.) C.T.	3:09 AM	3:05 AM	7:55 AM	12:48 PM	2:45 PM
2100				8:30 AM		
	Lv Chicago (Mun. Air) C.T.	3:30 AM			1:00 PM	3:00 PM
2419	Ar Cleveland	6:18 AM		11:18 AM	3:48 PM	5:48 PM
2824	Ar New York (Newark) E.T.	8:47 AM		1:47 PM	6:17 PM	8:17 PM

SAN DIEGO-ENSENADA AIR LINES

MORNING AND EVENING SCHEDULES

Leave San Diego 9:30 a. m., arriving Ensenada 10:15 a. m. Leave Ensenada 10:30 a. m., arriving San Diego 11:15 a. m.

Leave San Diego 3 p. m., arriving Ensenada 3:45 p. m. Leave Ensenada 4 p. m. arriving San Diego 4:45 p. m.

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Consolidated Officials

Officers, directors and technical staff of the Consolidated Aircraft Corporation who are now busily engaged in their various duties at the new plant. They are, left to right:
R. S. Madison, secretary-treasurer; Lt. Comdr. D. M. Carpenter, ingineer; R. A. Miller, chief of structures; H. A. Sutton, assistant chief engineer; R. E. Oversmith, chief of production; J. L. Kelley, factory superintendent; George Newman, jr., assistant factory superintendent; C. T. Leigh, vice president and material supervisor; C. A. Van Dusen, vice president and works manager; Capt. L. C. Hurd, inspector of army aircrafts; E. F. Neff, personnel supervisor; B. W. Sheahan, chief of drafting; and D. G. Fleet, assistant to the manager.

Famous Flier To Attempt Assault On Record Marks

Col. Art Goebel, famous pilot who made aviation history in 1927-1929, announced his plans recently for an attempted come-back. Absent from speed flying records for several years, Col. Goebel says he has plans practically completed for an assault on two trans-continental air records in a few weeks.

Flying a special built low-wing Lockheed plane, Col. Goebel will first attempt to smash the east-west mark. Taking the air again after a short rest on the coast, Colonel Goebel will make an attempt to lower the record of ten hours, two minutes, fifty-one seconds made by Col. Roscoe Turner on the eastward crossing. He stated he intends to make both flights at an altitude of over 15,000 feet or as high as he can go without the aid of oxygen.

On this high altitude flight he says he will use the recently developed high-octane polymerized fuel used by Howard Hughes when he made a flight between San Francisco and Honolulu which was record breaking. The next year he broke the west to east record—the one he is again aiming at, when he flew across the continent in 18 hours. This record was broken two years later. Goebel says his secret ambition is to make a non-stop flight around the world. He believes that with proper equipment this feat can eventually be accomplished.

AIR CORPS HANGAR AT LINDBERGH FIELD HAS LOCAL PWA APPROVAL

An Army Air Corps reserve hangar at Lindbergh Field has been approved by George White, director of the local PWA office and the suggestion forwarded to San Francisco PWA headquarters

Requested by the Harbor department, the hangar will be 60x100 feet in size and will cost approximately $17,739. Employment will be given to 71 persons during its erection.

Need for the new hangar has arisen since the present reserve hangar at North Island must be given over to the navy.

USE THE AIR MAIL.

Ryan School Adds Building For S. D. College Air Class

The T. C Ryan School of Aeronautics has added a 50x100-foot extension to its building at Lindbergh Field to accommodate the ground school classes from San Diego State College. Arrangements have been made whereby State College students desiring to study aeronautics receive instruction at the Ryan school and in the Ryan shops. These students will spend one-half day at Lindbergh Field and one-half day in their regular classes at State College.

EFFORTS TO OBTAIN AIR MAIL AFTERNOON DEPARTURE IS DENIED

The Aviation Committee has been advised by Alvin Adams, president of Western Air Express, that negotiations with the Post Office Department for permission to carry mail on the 3 p. m. departure from San Diego to Salt Lake City have been successful. The second assistant postmaster general in charge of the department will not permit payment for this service. It is hoped that the necessary funds for this additional service may be obtained when Congress reconvenes.

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SERVICENOTES

Nonstop Coastwise Flights Just Training Trip To Navy

By FRANK HAVEN

Non-stop flights similar to the one recently completed by Patrol squadron seven at North Island from San Diego to Seattle and back are routine matters with patrol fliers, Lieut. Cmdr. Price, commander of the flight says.

Similar flights by other patrol squadrons are planned in the future.

"The flight to Seattle was just a routine training trip for the officers," Lieut. Cmdr. Price says "The six planes in the squadron took 11½ hours to fly to Seattle and 10½ hours to come back.

"We never made a stop anywhere. Last Saturday morning we took off from Seattle but had to turn back because of weather conditions, making the only incident of the jaunt worth mentioning."

Lieut. Cmdr Price said that the Navy air field at Seattle had excellent facilities but was small as compared to the fields in this sector.

The patrol planes, or "flying boats," had to maintain high altitudes during the entire trip. Lieut. Cmdr. Price is wing commander and is attached to the USS Wright which came into port for a stay until Oct. 23 yesterday.

Squadron commander is Lieut. Cmdr. Rutledge Irvine and others on the non-stop flight were Lieuts. Talbot, Fort, Heath, Parr, Duerfeldt and Tague.

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Consolidated Aircraft Section

The San Diego Sun

SAN DIEGO, SATURDAY, OCTOBER 19, 1935 Consolidated Aircraft Section—Page A1

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S. D. WELCOMES CONSOLIDATED AIRCRAFT

LINDBERGH FIELD'S SUPERB RATING, LOCATION ON BAY, BROUGHT FACTORY TO S. D.

Proximity To Center Of City, Size Of Airport And Waterway To Test Seaplanes, Caused Final Decision For Consolidated Shift

Lindbergh Field, its A-1 rating as an airport, its nearness to the center of the city, and its proximity to water that could be used the year around for testing seaplanes—explains almost in whole the presence today of the Consolidated Aircraft Corporation in San Diego.

Had it not been for the ideally situated airport, the seven-year fight waged to bring the nation's fourth largest airplane building concern to this city would have ended in defeat for San Diego and welcome victory for some other Pacific coast port.

Spacious Field

It was the spacious local airport that attracted Major Rueben H. Fleet and directors of the airplane concern when they decided to transfer the factory from Buffalo, N. Y., to the Pacific coast.

This transfer was decided upon because 90 per cent of the company's output was being shipped to the Pacific coast, most of it to the Naval Air Station. Since it cost around $2000 to crate and ship each plane, this fact alone almost forced the change several years ago.

Test Seaplanes

But another reason for the desired transfer was the frozen condition of Lake Erie about five months of the year, when the company wished to test seaplanes constructed for the Navy Department and assigned to San Diego. During the winter months, the firm was forced to ship each plane to Baltimore, along with a complement of men, to test the planes.

When the firm made known the fact that it was going to shift operations, nearly every city of any size on the Pacific coast offered it sites, but San Diego, through Lindbergh Field, and much preliminary ground work, won out.

This preliminary work forms an interesting and thrilling background to the acquisition of the city's largest single industry—and dates back almost to the World War.

During the war, Fleet was flying planes at Rockwell Field. One of his flying mates was T. C. Macaulay who is now Maj. T. C. Macaulay of the Chamber of Commerce.

At the National Air Races in

Turn to Page 8-A, Col. 5.

ORGANIZED IN 1923

Consolidated Aircraft was organized in East Greenwich, Rhode Island on May 29, 1923.

Fair Enough by WESTBROOK PEGLER

NEW YORK, Oct. 19.—Your correspondent is sailing for Europe today and very glad indeed to escape the Roosevelt dictatorship, which will not let a man raise as many potatoes as he wants to. Your correspondent does not want to raise any potatoes, but the right to raise them without limit is part of the sacred heritage of Valley Forge; so it is a great relief to be going away. The principle of freedom is what counts.

PEGLER

Possibly your correspondent will decide never to come back but to take citizenship in some free country on the other side—Italy, for example, or Germany or Russia.

There have been many letters in the mail from time to time advertising the joys and privileges of citizenship in the free countries. Fascist friends have insisted that Italy under Mussolini is a fairer land than the U. S. A. under Roosevelt, and the prospect seems worth investigating.

But first your correspondent intends to make sure whether the free countries permit certain liberties which still remain to the

(Turn to Page B3, Col. 1)

Above, a view of the new Consolidated Aircraft factory from a site across Pacific-blvd. Below, executives of the concern, left to right: R. S. Madison, secretary-treasurer; Lt. Comdr. D. M. Carpenter, inspector of naval aircraft; I. M. Laddon, vice president and Chief engineer; R. A. Miller, chief of Structures; H. A. Sutton, assistant chief engineer; R. E. Oversmith, chief of production; J. L. Kelley, factory superintendent; George Newman, Jr., assistant factory superintendent; C. T. Leigh, vice president and material supervisor; C. A. Van Dusen, vice president and works manager; Capt. L. C. Hurd, inspector of army aircraft; E. F. Neff, personnel supervisor; B. W. Sheahan, chief of drafting; D. G. Fleet, assistant to the manager.

GENL. M'DOUGAL LAUDS CONCERN

By BRIG. GENL. DOUGLAS C. McDOUGAL
Commandant, Marine Corps Base

Officers and men of the Marine Corps Base are more than glad to welcome Consolidated Aircraft to San Diego. We are glad to have the company as "next door" neighbor.

Officers in Marine Aviation often have told me of the splendid planes Consolidated turns out and from reports from all branches of the service, it is a well known fact that Consolidated planes usually pass every requirement.

Because of their high standing in aviation circles, because of the vast number of aeronautical experts the company has at its command, I think they are a valuable addition to San Diego business and commercial life.

A newcomer myself to this city, I hope that the executives of the company find San Diego as much to their liking as I have.

Like the rest of San Diego, we welcome you Consolidated!

MAIN BUILDING ALL OF STEEL

The main building of the Consolidated Aircraft corporation is of all-steel construction and like so many modern factories is of sawtooth construction to permot the maximum amount of light to reach the assembly floors. It is an imposing structure with its front stretching 900 feet along Pacific-blvd. Its 250,000 square feet of floor space is covered with modern machinery, stock rooms and work benches.

MATERIAL IS ROUTED ON EFFICIENT PLAN

L. B. Norman, architect for the Consolidated Aircraft building, said that in laying out the structure, every consideration was given to the routing of material from raw stock to finished product. Materials come in on the spur track at the south end of the plant and are unloaded and stored in the main stock room at the southwest corner of the factory. From there, they travel north through the center bays for fabrication and thence back south through the high bay for partial and final assembly. The finished airplane rolls out of the doors at the south end of the factory and onto the flying field.

PRICES $5000 to $150,000

Prices on planes manufactured by Consolidated range from $5000 to $150,000. Most of the planes are for Government services.

Consolidated Opening Starts At 9 o'Clock Tomorrow Morning

9 a. m. to 2 p. m.—Public inspection of the Consolidated factory.

11:30 a. m.—Finish of the Los Angeles-San Diego air race at Lindbergh Field.

Noon—Luncheon in Pompeiian room, San Diego Hotel, in honor of officials of the Consolidated plant.

2:15 p. m.—Dedication ceremonies including talks by Mayor Percy J. Benbough and Major R. H. Fleet, president of Consolidated, and introduction of famous visiting airmen by Major T. C. Macaulay, executive secretary of the Chamber of Commerce and a pioneer flier.

2:35 p. m.—Exhibition flight over Consolidated plant by the 514th Observation Squadron, Air Corps Reserves, Capt. J. A. Moore and Lieuts. William Van Dusen and Robert Hutton flying Consolidated built planes.

3:15 to 4 p. m.—Open house at factory.

4:15 p. m.—Official party met at Exposition grounds by President Frank G. Belcher and escorted to Plaza del Pacificio where Major Fleet will be honor guest at the retreat ceremony of the provisional company of the 30th Infantry.

6 p. m.—Dinner at the Cafe of the World.

SIDE GLANCES . . . By George Clark

"Won't you put Patrick in the newsreel so his grandparents in Dublin can see him?"

ADM. TARRANT IN WELCOME

By REAR ADMIRAL TARRANT, Commandant, 11th Naval District

The coming of the Consolidated aircraft factory to San Diego means to the Navy a broader and closer contact with an old friend. Its personnel and products are widely and favorably known to naval aviation. Probably the majority of the Navy pilots of today received their flight training in Consolidated planes and few, if any, of them are without intimate flying acquaintance with its output. The record formation flight from Hampton Roads to the Canal Zone and the even more brilliant flight from San Francisco to Honolulu are examples of Consolidated efficiency and dependability.

In locating its new factory here, where most of the Navy's flying is done, Consolidated makes possible the maximum blending of theory with practice and observation, test, criticism and suggestion by the largest group of naval aviators in the world.

A large field of Navy trained aviation mechanics, now in civil life, is available to continue its skill to the Navy's benefit.

The Navy congratulates those citizens of San Diego whose efforts to draw Consolidated here have been successful, and hopes for continued success to Consolidated in its new home.

MANY CONTRACTS LOOM FOR FACTORY

Contracts for future euipment for the United States Army and Navy lie in the hands of Consolidated Aircraft corporation. Principal among them are the following:

Consolidated XB2Y-1 experimental dive bomber which recently was delivered to the Navy and thus far has passed all of its required tests.

The Consolidated P-30 two-seater fighter for the Army, the high performing military fighter. It has been accepted by the Air Corps and 50 of these models are now under construction in the new San Diego plant.

The A-11 attack plane, an important type of craft in demand by the Army.

BIG SHIP ON DISPLAY

The new Navy "mystery" plane, XP-3Y-1, which recently flew from Panama to San Francisco in record time, will be on display tomorrow at the Consolidated Aircraft field.

HALF MILLION DOLLAR BUILDING TO BE DEDICATED TOMORROW BY FIRM HEADS, AVIATION LEADERS

New Industrial Empire Rises On Waterfront; Airplane Factory Destined To Make Community Capital Of Aeronautics In United States

San Diego's greatest industrial unit will be opened formally tomorrow.

It is the Consolidated Aircraft Corp. factory on Lindbergh Field, a $400,000 structure in which $9,000,000 in Navy and Army airplanes are being built.

Eight hundred persons are at work in the huge plant, most of them San Diegans. Soon, there will be 2500 workers, bringing new payrolls and new prosperity to the city.

San Diegans will get their first glimpse of the interior of the rambling factory at 9 a. m. tomorrow, when the doors are opened for public inspection.

The official dedication ceremonies will commence at 2:15 p. m. Participating will be Mayor Percy J. Benbough, Maj. R. H. Fleet, president of the Consolidated firm, visiting famous airmen, and Maj. T. C. Macaulay, executive manager of the Chamber of Commerce, himself a trail blazer in aviation.

'Cpaably Managed'

Dun and Bradstreet, Inc., says of the company:

"A capably managed and well established corporation evidencing steady and consistent progress, and adequately financed for requirements."

That, in brief, tells the story of the Consolidated Aircraft Corp. It is not an experiment in San Diego.

It moved to San Diego for reasons peculiar to the city—nearness to the great Naval Air Station, the world's largest air base; perfect climate for flying conditions; availability to water while being situated on an A-1 airport, one of the finest in America.

The company moved to San Diego because the Chamber of Commerce, over a long period of time, convinced the firm of San Diego's advantages for an aircraft construction company.

Two Huge Contracts

Abandoning its old plant in Buffalo, N. Y., the company picked up its machinery and moved its crack engineers and technicians into the new plant on Lindbergh Field, on land made available by the Harbor Department.

They brought with them a tremendous, assured payroll. In the pockets of the officials were contracts calling for the completion of $3,000,000 in Army planes, and a brand new contract for constructing 60 giant patrol seaplanes at a cost of $6,000,000.

It was a going, prosperous concern when it left Buffalo; in San Diego, it is even more so.

The plant itself has floor space

(Turn to Page 4B, Col. 3)

Girl Fliers Due Sunday In Air Race

Foremost women fliers of the Pacific Coast will take off from Grand Central Airport in Glendale tomorrow morning for a race to San Diego, which will be one of the major attractions of Consolidated Aircraft dedication and Aviation day.

MRS. PRESCOTT

The girl pilots are scheduled to finish their race at 11:30 a. m. Entries slated to don their goggles and flying suits are Grace Prescott of Coronado, Gladys O'Donnell, Ethel Sheehy, Bessie Owen, Grace Cooper, Betty Furmin, LaVerne Woolfram, Evelyn Hudson, Hilda Jarmuth, Katherine Cheung and Bernice Huerrera.

Awards, including a giant trophy for the winner, will be presented in the Ford Music Bowl at the Exposition tomorrow afternoon at 3.

The favorite today was Mrs. Prescott who recently captured the Los Angeles-to-Cleveland derby against men fliers.

"Miss Grand Central," representing the Glendale air terminal, will fly here tomorrow also. She is Miss Marion Hargrave, aviation enthusiast and flier.

MODERN EXTERIOR ON MAIN OFFICE

The main office of Consolidated's factory has a modernistic exterior and is in reality a part of the main building. It can easily be converted into manufacturing space by removing various partitions. Future expansion may make this necessary in which event a separate office building will be constructed, officials declared.

FOR ARMY AND NAVY

Approximately $6,000,000 in contracts for the Navy and $3,000,000 for the Army air services are held by Consolidated.

S. D.'S HISTORY SINCE 1910 JOINED TO AVIATION'S GROWTH, 42 WORLD MARKS SET HERE

By WILLIAM VAN DUSEN
(Lieutenant, Army Air Corps Reserve)

The history of San Diego since 1910 is almost the history of aviation.

San Diego has been the scene of more than 42 world's records in aviation. These records include altitude, distance, duration and speed flights made by Army, Navy and civilian fliers.

Lincoln Beachey

One of the earliest aviation history-making flights was made in 1913 by Lincoln Beachey. Beachey, a civilian flier, made the first "loop the loop" ever attempted. Open mouthed San Diegans saw Beachey do the impossible and flip his plane over in the air. A short time later, while he was demonstrating the dare-devil loop over San Francisco, his plane spun out of control and plunged into the bay. Beachey died.

I was an instructor in flying at Rockwell Field when Maj. T. C. Macaulay, who is now executive manager of the Chamber of Commerce, landed at the field, setting a new trans-continental flight record from Florida to San Diego.

Record Till 1931

This record stood until 1931, I believe it was, when Brock and Schlee smashed it to smithereens. Maj. Macaulay had made the flight, however, in an old "DH" plane and he had to stop every 400 miles to refuel.

Brock and Schlee landed, refueled, and were off again on the return flight. They ran into a fog in Florida and made a forced landing in a field. The plane was wrecked against a fence.

That was but one of the many

Turn to Page 8-A, Col. 6.

MACREADY AND KELLY LANDED IN SAN DIEGO ON FIRST PLANE HOP FROM COAST TO COAST

By FRANK MACOMBER

Aeronautical history was made in San Diego May 3, 1923, when the world turned its eyes toward two intrepid army fliers, Lieuts. John A. Macready and Oakley Kelly as they brought their giant monoplane, T-2, down on Rockwell Field in the first flight between the Atlantic Coast to the Pacific.

The two grease-besmeared airmen, grinning from ear to ear though almost deaf from the constant roar of their motor, came to earth here exactly 26 hours, 50 minutes and 48 and 2-5 seconds after their plane had soared above Curtiss Field, New York.

Thousands of eager, thrilled San Diegans lined Rockwell Field as the giant monoplane roared over the field. This was a new thrill in a still infant undertaking. Kelly and Macready had made their first attempt on Nov. 3, 1922, starting from San Diego and traveling to Fort Benjamin Harrison near Indianapolis before being forced down by engine trouble. At

(Turn to Page B1, Col. 1)

MERE PHONE CALL STARTS MOVE OF BIG AIRCRAFT FIRM TO S. D.: KLICKA MAKES INITIAL CONTACT

Stop In Buffalo, Chance Conversation With Maj. Fleet Results In Bringing Consolidated Here

Government air contracts totaling $9,500,000—and more to come.
A huge new aircraft factory at Lindbergh field—and more to come.
Millions in new construction and payrolls—and more to come.

That's the "boom" started in San Diego by a mere telephone call which resulted in the removal of the Consolidated Aircraft Corp. factory from Buffalo, New York, to Lindbergh Field.

The phone call was put through by Emil Klicka, member of the harbor Commission and vice president of the Bank of America, on May 29, 1933. Mr. Klicka, who was traveling in the east at the time, knew that Los Angeles and Long Beach were making rosy offers in an effort to get the plant, while Buffalo was putting up a stiff fight to hold its huge factory. Oakland and Seattle also were being considered in the search for a new site.

Phone President

"I stopped in a gas station in Buffalo and phoned Maj. H. H. Fleet, president of Consolidated, and asked him how negotiations were progressing," Mr. Klicka said. "He told me I was about the luckiest man in the world that day as the board of directors was meeting right then to vote on moving west."

Mr. Klicka headed for that office in a hurry. Greeted by Maj. Fleet, he sat down in the president's place at the table and talked San Diego for one solid hour.

Although San Diego had been waging a long campaign to win the factory, no arrangement had been made to send a representative to the meeting. Los Angeles and Long Beach agents had been on the ground for a week. But Mr. Klicka—who was on his vacation—happened along at the right time and San Diego got the factory.

Factory Rises

Today a new, modern, all-steel factory providing employment for 1500 men rises on the north end of Lindbergh field.

"San Diego soon will cease to be known as the Air Capital of the West," declared Mr. Klicka. 'It is becoming the Air Capital of the United States!

"The Consolidated plant will attract other aircraft factories. San Diego's all-year-round flying weather was a major factor in bringing Consolidated here and it will be important to other plants.

"Consolidated itself has $9,500,000 worth of Government contracts—with more to come. The business revival begun by the Exposition will live on with the expansion in aircraft which started with the arrival of Consolidated. It is only the beginning!"

New Units Designed

Already, Consolidated's architects are designing new units and before long the plant is expected to be employing 4500 men in three shifts.

Consolidated first became interested in San Diego in 1928. Major Fleet had been stationed at Rockwell Field with the Army Air Corps in 1917 and was familiar with this area. So when Tom Bomar of the Chamber of Commerce business development committee met Major Fleet at the air races in Los Angeles, he urged him to move his plant to San Diego.

Several months later, Major Fleet returned to the coast and made an offer of $1,000,000 for the then new Lindbergh Field as a factory and training school site.

Again In 1931

He again came to San Diego in 1931. The all-year climate and the savings in freight on consignments of planes to the Navy—one of Consolidated's principal customers—were strong attractions. A year later, Major Fleet and Lawrence Bell, vice president, made another visit and opened negotiations with the Harbor Commission.

Then followed the fateful phone call made by Mr. Klicka. A month later, the commission received $1000 for the first year's rental on 25 acres of land on the northerly end of the municipal airport. A few months ago the acreage on the 50-year-lease was raised to 33 with the rental increased to $1400.

Late in May of this year, Consolidated put $190 on the line for a $300,000 building permit . . . and today land that once sprouted rank marsh grass has been converted into a thriving, miniature city.

Loan Granted

A hitch in plans nearly arose when Consolidated applied for an R.F.C. loan to finance the move to the coast. The limit on such loans was $100,000 and the firm needed $500,000. Congressman George Burnham went to bat for San Diego—and the increase was granted.

Others who were instrumental in the successful campaign were Major T. C. Macaulay, of the Chamber of Commerce, Judge Frank Dunn of the district attorney's office, Port Director Joe Brennan, members of the Harbor Commission and of the Chamber of Commerce Board of Directors.

KELLY EXPERT IN WOOD QUALITIES

James L. Kelly, factory superintendent of Consolidated began his career in the lumber business as assistant to the manager of a lumber mill at Fassett, Quebec, Canada.

He later became propeller lumber inspector for the French government, also advising in the purchasing of the lumber.

Mr. Kelly joined the U. S. Army Air Corps in an inspection capacity in 1917 and remained with the service until he accepted the position of a superintendent with the aircraft corporation.

The Foot Comfort Shop joins San Diego in welcoming the Consolidated Aircraft Corporation and wish them every success.

For Comfort and Beauty in Shoes

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Remember the—

Foot Comfort Shop
1219 5th Ave.

Started Move

EMIL KLICKA

MILITARY EXPERTS INSPECT ALL WORK

Both Army and Navy engineering experts are on the job every minute at the new Consolidated Aircraft plant at Lindbergh Field.

Not a piece of machinery is designed or installed under the company's big Government contracts without the watchful eye of the inspectors having passed over it.

Capt. L. C. Hurd, of the Army Air Corps, was selected to inspect construction of planes for his branch of the service, and Lt. Comdr. Donald Carpenter holds the same position for the Navy.

Capt. Hurd will have a staff of 12 men working under him. The Navy is expected to have at least an equal number of technicians.

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CITY MANAGER FLACK HAILS NEW CONCERN

By ROBERT W. FLACK
City Manager

It is a distinct honor and privilege to have this opportunity of representing the administrative departments of the city of San Diego in welcoming the Consolidated Aircraft corporation to San Diego.

The many benefits that will inure to this city and its inhabitants are obvious. This scientific industrial development will fit into the general plan for the future development of this city and particularly its waterfront more than any other industry. The nature of the manufacture of airplanes will in no way mar the natural beauty of the city. The distinct personnel required will necessarily be a distinct addition to the community.

Having been engaged in aviation some years ago, I am particularly happy as a newcomer to join with the rest of the community in being grateful for the location in this city of this particular industry.

The corporation is assured that each branch of the city government will co-operate in every way to aid in effecting the pleasant and successful operation of this enterprise. All city employes convey their best wishes to the Consolidated Aircraft corporation.

DRAFTSMEN CHIEF

Designer with the Consolidated Aircraft Corporation since 1928, B. W. Sheahan is chief of draftsmen for the new plant here.

Mr. Sheahan began his career with the American Ball Bearing Co., Cleveland, O., after two years of study in the Air Service Engineering School, at which time he took courses in aerodynamics and airplane design.

BROAD TRAINING FOR VAN DUSEN

Charles A. Van Dusen, prior to entering the aircraft industry, had a broad training in general manufacturing.

From 1914 to 1934 Mr. Van Dusen, now vice president and works manager of the Consolidated Aircraft Corporation, was connected with the Glenn L. Martin Co.

STOVE SALES CLIMB

Increase in the sale of heating stoves, has been noticeable since San Diego's population has been boosted by more than 100 homemakers, employed by the Consolidated Aircraft Corporation, according to Fred Greenwell, head of the stove and heating appliance department of the Hammond Furniture Company, featuring a complete line of heating appliances.

STORAGE FIRM AIDS IN GREETING STAFF

Hauling the furniture of employes of the Consolidated Aircraft Co. who have located here was a big job, C. C. Temple, manager of the Bekins Van & Storage Co. said today.

"It has been our great pleasure to assist in welcoming these new arrivals," he said. "Many who did not bring their furniture have purchased furnishings from our new and second hand departments. We have enjoyed these contacts. They are all fine people to deal with, and the Consolidated Aircraft Co. should be congratulated for bringing them here."

MOVED IN 1924

The Consolidated plant was moved from Greenwich, R. I. to Buffalo, N. Y.

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Congratulations
To
MAJOR FLEET
And the C. A. C. A.
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Franklin 5101

Congratulations and Best Wishes to the Consolidated Aircraft Corporation

Western Metal Supply Co.
215 7th St. Fr. 3111

CONGRATULATIONS AND BEST WISHES
TO THE
Consolidated Aircraft Corp.
ON THE OPENING OF THEIR NEW PLANT

It has been a pleasure for our organization to have been selected to furnish and install the plumbing, heating and service piping.

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"PLUMBING AND HEATING"
Oil Burner Equipment — Gas Appliances — Armstrong Cork Insulating Products
672 8th St. --o-- Ph. M. 2141

Congratulations
and
Best Wishes
to the
Consolidated Aircraft Corp.

We take pride in calling attention to the fact that all electrical power and wiring, including fixtures and lamps was supplied and installed by us. Displaying a high class service typical of our organization. All electrical material used in the construction of this huge plant was purchased by us from the General Electric Supply Co.

Capitol Electric Co.
J. S. BULLIED, PROP.
3832 Fifth Ave. — Tel. H. 5028

Air Factory Results In Wide Business Impetus, Says C. Of C. Executive

BOMAR FIGURES SHOW HOW S. D. TRADE GAINS

Payroll Of Consolidated Firm Boon To Merchants Of City

When the whistle blows at the Consolidated Aircraft factory these crisp fall doys, approximately 1500 men go to work. Around each spreads a ripple of business activity for San Diego, not unlike the ripple when a stone is thrown into a still pond.

Each man put to work means more money spent in local stores, and the aggregate will possibly result in the opening of several new small businesses.

More Employed

Each dollar spent in the stores will mean the possible employment of more clerks and salesmen. More goods passing over the counter will result in increased wholesale trade. The ripples will be felt far away.

On a comparative basis, the Consolidated factory soon will be for the largest single industrial plant in the city.

Today, the city's five fish canneries comprise its biggest industry. Consolidated's employes will equal in number those in all five canneries at the outset and will far outstrip them by the first of next March, it is anticipated by Chamber of Commerce officials.

2500 On Job

Consolidated is expected to have 2,500 men on the job by the middle of next year.

On the basis of figures in the last census, Tom Bomar, of the Chamber of Commerce, has compiled a scale by which to judge the economic importance of the arrival of new business in San Diego. Bomar divided the total population by the number of various kinds of stores in the city, obtaining in that manner, the average number of persons each type of store serves.

Bomar's figures indicate that the average grocery store in this city feeds 322 persons. If all of the 4,500 were to be served by new stores on this basis, 12 new groceries would be needed.

Gas Stations

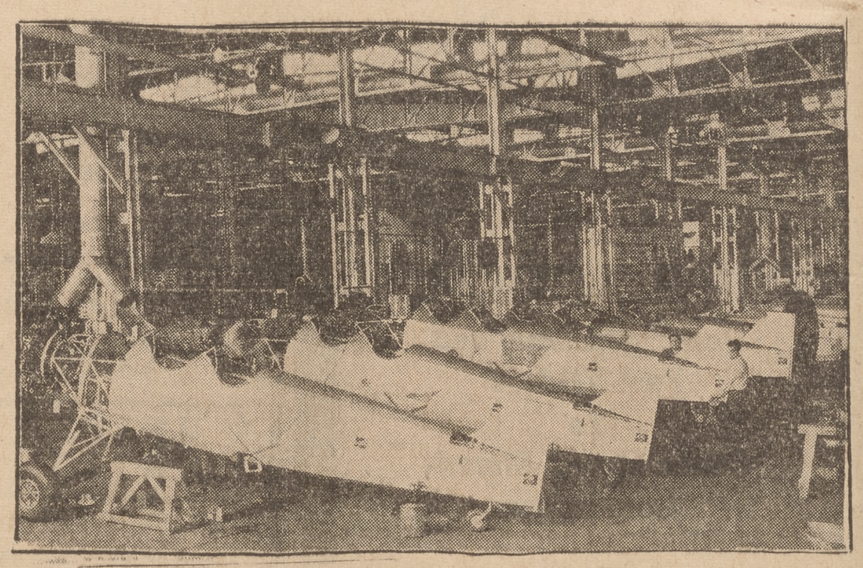
Gas stations serve an average of 578 persons, which would call for about eight new stations; drug stores serve 1475 persons; restaurants, 728 persons; and shoe stores 4,630.

There are approximately 52 employes in retail stores per 1000 customers, on the average. If the employes were to be increased accordingly, there would be about 200 given jobs by the "ripple" of the factory's employment.

However, the Chamber of Commerce offers these figures only as the basis to picture what the coming of the air plant will mean to the community.

Actually, the payroll will find its way into the stores of established merchants, for the most part.

Primary Training Plane Fuslages



Here are a group of Primary Training ships fuselages (PT-11C) under construction at Consolidated.

Housing Problem For New S. D. Residents Solved By Assistance From Local C. of C.

Finding housing facilities for the 200 families which the Consolidated Aircraft Company brought here was nearly as difficult a problem as building the big factory itself.

Due to the low number of vacancies, the Exposition and the return of the Fleet at about the same time, the task of finding homes for the worker's families required the best efforts of the company, the Chamber of Commerce and the San Diego Realty Board.

The aircraft firm brought about 200 "key" men of their plant here from Buffalo. Many of them drove west in their autos at the company's expense.

Questionnaires were sent to the head of each of these families asking them what type of accomodations they preferred. The replies were interesting. Besides the number of rooms and the price specified, the general location desired also was asked. Here are some of the answers:

"Must be within one to four blocks of plant."

"Desire home near Presbyterian Church."

"Near restaurant if possible."

"Want home on outskirts of city."

"Near Catholic School and Church."

"Desire fenced in yard."

The Chamber of Commerce turned the replies over to the Realty Board and each rental agent of the Board was assigned five or six families for which he was to be held responsible.

In turn, the names of the agents then were sent to the families which they are to care for and the families were instructed to contact their agents immediately on arrival.

D. W. Campbell, of the Chamber, in charge of the emergency housing facilities prepared for Exposition visitors, has 2000 available rooms on his lists. It is proposed to place some of the families in these rooms temporarily on arrival.

"It will give the housewives an opportunity to get out and look for homes after they have rested up from their trips," said Campbell.

Each family will also be provided with a map of the city showing in red the location of the factory so that in locating a home they will not be misled as to its proximity to the plant.

SCHOOL OFFERS PLANE COURSE

Looking forward to the day when aircraft construction will be the largest industry in San Diego, the city school system today had under way a new vocational course in aircraft work at San Diego Junior College.

The course was arranged by Superintendent Will Crawford. There are now 20 enrolled.

Half Day At Ryan's

The students spend half of the day at the Ryan School of Aeronautics for their "laboratory" work, and the remainder of the day at the Junior College which is conducted in connection with the San Diego State Teachers College.

"The Ryan school has advised us that there is a shortage of trained workers in this field at the present time," said Crawford, "we feel we are well justified in opening the course with the Consolidated Aircraft Factory coming here. The demand for graduates of the Ryan school is found at the Boeing plant in Seattle and others on the coast."

Good Opportunity

Crawford estimated that the turnover at the Consolidated Factory will be above 100 per year. So, he said, there should be good opportunity for trained workers.

Crawford said it will be possible to utilize most of the $11,000 contained in the Junior College special budget for the purpose of the aircraft course.

30-Word Notice Brings Good News

Containing less than 30 words, the following notice received by local city and county departments marked one of the greatest steps forward in San Diego's industrial development:

"This corporation is closing down its Buffalo plant Aug. 16 and moving to San Diego, Calif., opening there Sept. 3.

"Please change or address on your file, in accordance with the above.

"CONSOLIDATED AIRCRAFT CORPORATION."

FOUR MONTHS TO BUILD

Completion of the Consolidated Aircraft plant took approximately four months, according to B. O. Larsen, general contractor for the new building. Fifty men were employed full time during the construction work.

Larsen also was contractor for the hangar at North Island, a building project similar to Consolidated structure.

ORDERS UNFILLED

At the present time the Consolidated plant in San Diego has nine million dollars worth of orders unfilled.

SALES TO CHINA

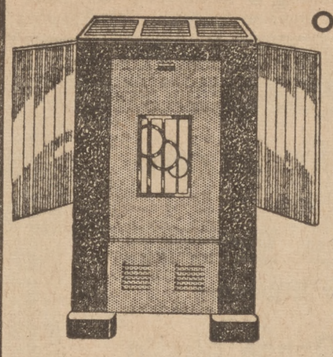
The Republic of China bought 115 training type planes from Consolidated known as the Fleet trainer.

CONGRATULATIONS
Major Fleet
BURYL BLEVENS
Occidental Life Insurance Co.
214 Bank of America

HERB DUPONT
The Ford Specialist
Since 1918
General 764 14th St.
Repairing Main 0719

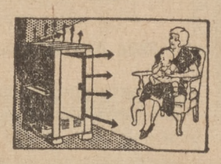
WE extend heartiest congratulations to Major Fleet and the Consolidated Aircraft Corporation.
SALMONS & WOLCOTT CO.
INSURANCE
316 San Diego Trust & Savings Bldg.
PAUL WOLCOTT, PRES.

Standard Stove
WORKS
4141 University Ave.
Extends Greetings To Employees of the
CONSOLIDATED AIRCRAFT CO.
We Are Now Distributors for
...The NEW Coleman OIL BURNING HEATER
IT CIRCULATES HEAT— IT RADIATES HEAT



- Burns inexpensive furnace oil. Provides plenty of clean, carefree heat at low cost.
- Two-tone walnut Duroplastic Enamel Finish. The smartest-looking oil heater in America.
- Circulates a tremendous volume of comfortably heated air to every corner.
- Focuses a zone of sunshine-like radiant heat where you need it. Instant comfort any time!

THE HEAT-A-JUSTOR DOORS Provide a "Focused Comfort Zone" of Cozy Warmth Where You Need It.
Come in and Ask About It!



Coleman Heaters Are Made in 3 Sizes
——Guaranteed for 5 Years——
Nothing Down—3 Years to Pay on FHA Terms
STANDARD STOVE WORKS
4141 University Phone R-5305

A HEARTY WELCOME
To Every Employee
Of The Great
Consolidated Aircraft Corporation
We are appreciative of having served you.
It was our desire to serve you so well that you would always feel anxious to use our service and recommend us to your friends.

Sensational Values In New and Used Home Furnishings at Warehouse Prices — Liberal Terms

Move the Bekins Way And Smile On Moving Day
When Bekins takes care of your moving problem you are assured of having it done right.
Free Puzzles
Call at Bekins' office and ask for one of those interesting block moving puzzles. The entire family will enjoy working it.

Phone M-3144 BEKINS VAN & STORAGE CO. Next to Union Station
KETTNER BLVD. AT "B" STREET
Liberal Trade-in Allowance on Your Old Furniture

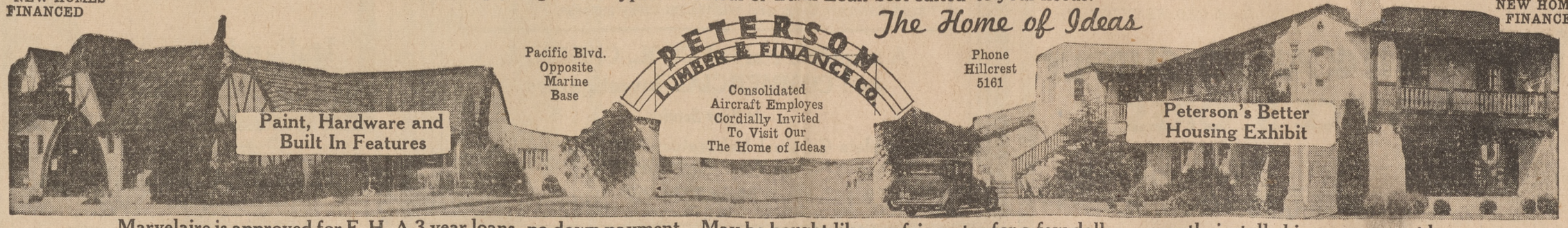
CONGRATULATIONS
To
Major Fleet
and his
ORGANIZATION
SAN DIEGO NEEDS MORE OF SUCH ENTERPRISES

UNION TITLE INSURANCE
COMPANY
John Forward Jr., Pres.
1028 2nd Ave.

CARL LUTZ
The Hupmobile Specialist
General Auto Repairing
2355 India St. Franklin 3373

OVER-ALL LAUNDRY and CLEANERS
R. F. Tooley and W. M. Freeborn
3280 Reynard Way Hillcrest 6887

136 NEW HOMES FINANCED
Since January 1st 136 San Diegans have built homes of their own through assistance of our Home Financing Service.
We will help you get that type of Federal or Bank Loan best suited to your needs.
The Home of Ideas



136 NEW HOMES FINANCED
Marvelaire is approved for F. H. A 3 year loans, no down payment. May be bought like a refrigerator for a few dollars a month, installed in your present home.
Come to "PETERSON'S"—SEE and FEEL "MARVELAIRE," that New "AIR CONDITIONER FURNACE" — — NO BASEMENTS NEEDED

S. D. AIRCRAFT INDUSTRY IN NEW ADVANCE

Consolidated Establishment Definitely Marks 'New Era'

By MAJ. T. C. MACAULAY
Executive Manager, Chamber of Commerce

San Diego's aircraft industrial development—making good the city's slogan of "Air Capitol of the West"—is on its way.

Dedication of the new plant of the Consolidated Aircraft Corp., scheduled to take place tomorrow, at Lindbergh Field, marks a new era in the growth and development of an industrial San Diego.

1500 Needed

This corporation has more than $9,000,000 worth of business on its books at the present time, and it has indicated that in order to get out these large Army and Navy orders, it will be necessary to employ 1500 men by Jan. 1, 1936, and 2500 men by March 1, 1936.

Ever since the citizens of San Diego, under the leadership of the Chamber of Commerce, voted an investment of $625,000 in Lindbergh Field, aircraft manufacturing interests have taken a very keen interest in the growth and development of this section. The field combines three of the outstanding major features that go to the making of an ideal airport, namely: safety, utility and accessibility. Very few airports in the United States are as safe from the operating end as is Lindbergh Field; its utility as both a land plane airport and a seaplane base is made possible through the fact that it is contiguous to a very splendid basing for seaplanes in the northeasterly portion of San Diego bay.

In Easy Reach

Its accessibility is demonstrated by the fact that it is less than five minutes from down town San Diego, and this air terminal is practically contiguous to the other transportation facilities which play such an important part in the life of a modern city.

These favorable factors were called to the attention of the Consolidated Aircraft Company in particular almost constantly during the past five years.

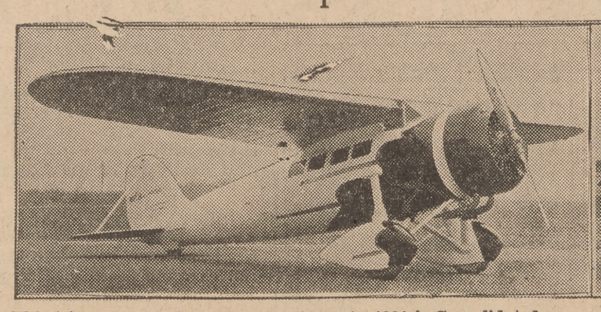
At the present time they are carrying on a national advertising campaign in aeronautical publications, in which they depict "An aerial preview of Consolidated Aircraft Corporation's new factory on Lindbergh Field at San Diego, California, where air, land, rail and water compine to afford the ideal location to aircraft production.

Modern Plant

Consisting of the most modern airplane plant in the world, 240,000 square feet of floor space, Consolidated dedicates its new facilities to the continuous development and production of aircraft which will assure our Nation's power in the Air.

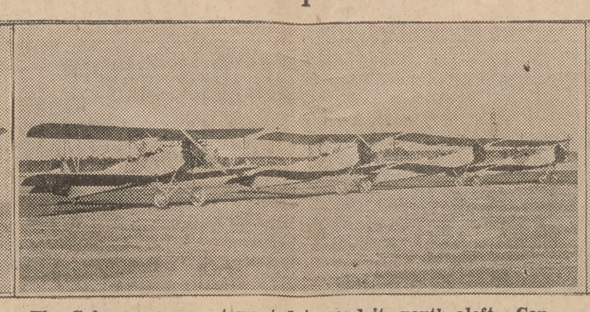
Citizens of this community alive as never before to the advantages derived from great manufacturing enterprises of this nature, and with the cooperation of the Harbor Commisssion, the San Diego California Club, and other agencies in a nation-wide campaign to call to the attention of the aircraft manufacturers of the country the advantages possessed by San Diego, its future growth as an aircraft manufacturing city should be assured.

De Luxe Ship For Civilians



This trim, racy Fleetster model designed in 1931 is Consolidated Aircraft Corporation's offering to the business man or sportsman who finds a plane convenient and enjoyable.

In Tropical Service



The Cuban government wanted to send its youth aloft. Consolidated Aircraft Corporation received the contract to build these training ships, designed specially for that purpose.

Latest For Army Fledglings

Here is a late Consolidated word on what the properly trained Army cadet uses in the advanced flying school at Kelly Field, Tex., Uncle Sam's military university of the air.

Put your trust in Lowry's GLASSES and . . . Lowry will trust you! Eyes examined . . . glasses made to fit. Cash or Credit. Business credit terms extended to San Diego men, women and children.

DR. LOWRY
OPTOMETRIST
Estab. Since 1907—Formerly of Scudder and Lowry Optical Co.
1023 Sixth, near Broadway
Main 1587

SUN WANT ADS PULL

SPORTING GOODS CONCERN ACTIVE

During many years of sports promotion in San Diego the Stanley Andrews Co. has gained a wide knowledge of just what is necessary to successfully carry out a program of both general and competitive sports, its officials pointed out today.

The organization has surrounded itself with men in every department well equipped to handle all angles of the sports equipment division.

In March of this year, the company moved into its new store at 1144, Third-av and is now recognized as one of the leading exclusive sportings goods establishments on the coast. Incorporated in the new building is a meeting place for local athletic and sports organizations.

Stanley Andrews today extended a welcome to officials and employes of the Consolidated Aircraft Corporation to visit the firm to talk hunting, fishing, boating or for information pertaining to all sports in San Diego county.

NAVY HAS VETERAN INSPECTING PLANES

Inspector of Naval planes for the Consolidated Aircraft Corporation, Lieut. Comdr. D. M. Carpenter has been in the United States service since 1916, when he graduated from the Naval Academy.

His first contact with the Consolidated Aircraft Corporation was in connection with production of NY training planese. Since that time Lieut. Comdr. Carpenter has been in constant contact with the aircraft firm.

ALL-METAL PLANE DESIGNER ON JOB

To I. M. Laddon, chief engineer of the Consolidated Aircraft Corporation, goes the distinction of having designed the first all-metal type plane constructed in the United States.

Mr. Laddon, who graduated from McGill University in 1915 with a bachelor of science degree in engineering, was aeronautical engineer, at McCook Field, Dayton, Ohio, from 1917 to 1927, during which time he perfected his all-metal model.

TEST PILOT GAINED SKILL WITH ARMY

A job few laymen would relish, yet one that holds a high fascination for certain skilled men with nerves of silk—

That's the job held by William B. Wheatley, chief test pilot of Consolidated Aircraft Corporation. Wheatley won his wings in the Army Air Corps flying school. He has had years of experience in structure and design of automobiles and airplanes. He flew airmail, has tested power plants for Pratt & Whitney, makers of the famous airplane engines, and tested many makes of planes during his dangerous career.

He became test pilot for Consolidated in 1929.

PICKLED PIG TAILS POPULAR

KITCHENER, Ont.—A new use for pigs' tails has been found by Kitchener citizens. They roast or pickle them and take them to picnics. The demand was so great this summer that packing houses had trouble in filling all orders.

SEIFERT FLEW FIRST PLANE AT LINDBERGH

Frank Seifert, now an oil company official, boasts the distinction of having landed the first airplane on Lindbergh Field.

"It was August 18, 1928," Seifert declared. "I was piloting a P-T-3, and Harry Clark, then mayor, was my lone passenger."

Coincidentally, the plane Seifert piloted in inaugurating Lindbergh Field was a Consolidated Aircraft plane, the same type which will be build by the new company here.

Aviation Comes Down To Earth

An Aditorial
By ROY HEGG
Executive Vice-Pres., San Diego Building & Loan Assn., 336 Bdwy., Loan - Headquarters.

San Diego's population has more than quadrupled since the Wright Brothers flew their "strange-contraption" at Kitty Hawk in 1910—just 25 years after the founding of San Diego's half-century old San Diego Building & Loan Association.

Aviation has passed through two decades of experimental development and stands today on the threshold of industrial solidarity . . . flying has become safe, swift and efficient and the aircraft industry has "come down to earth" both figuratively and literally . . . with the establishment of the Consolidated Aircraft plant on Lindbergh Field, San Diego has become the nation's aviation capital in fact as well as phrase.

Regardless of the revolutionizing changes through which the aircraft industry will most certainly pass during the next few years, advantageously located, well equipped Lindbergh Field will be more and more in demand, not only for landing purposes, but for sales and manufacturing sites and other allied aircraft business, now that "Consolidated" has definitely established San Diego as the "Detroit" of aviation . . . Home-building will continue to flourish in San Diego—now that San Diego Building & Loan Association has definitely established 336 Broadway as headquarters for F.H.A. loans—the most liberal loans in history.

Congratulations and Best Wishes To Consolidated Aircraft Corporation

National Dollar Store
915 to 957 5th Ave.

Alluring Permanents Are the Results of Experience

All our work is done by EXPERTS with years of experience.

Individual Permanent Waves, Complete	Special Bleach Touch-up	Artistic Hair Cut	Shampoo rinse and dry finger wave
$1.75 up	$1.00	35c	50c

Mary Belle Beauty Salon
516 Granger Bldg., Fifth and Broadway. Tel. F. 6877

TO MAKE SURE
That Your Wave will be soft, lustrous and full of natural beauty go to
KING'S
for your next Permanent. Moderate prices for the finest waves.
$1.95 $2.95 $3.95 $4.95
"If your hair is not becoming to you, you should be coming to us."
King's Beauty Salon
722 Broadway, Suite 3 and 4. Tel M. 4274

CONGRATULATIONS AND BEST WISHES TO THE CONSOLIDATED - - AIRCRAFT - - CORPORATION

LEWIS SHOE CO.
1062 FIFTH AVENUE

CONGRATULATIONS from
Gladys Bowen
And Her Students
Bowen Dance Studio
"San Diego's Most Beautiful Dance Studio"
3324 Adams Ave. Randolph 4325

CONGRATULATION
TO THE
CONSOLIDATED AIRCRAFT CORPORATION
On Their New Venture to San Diego

WE INVITE THE ENTIRE PERSONNEL OF THIS HUGE PLANT TO TAKE ADVANTAGE OF THE FRIENDLY SERVICE WE HAVE TO OFFER.

Signed, GEO. KENNEDY, Mgr.

Firestone AUTO SUPPLY & SERVICE STORES
On Broadway :-: Front to Union
Phone F. 7121

Nick Harris Detectives
— Have Moved —
to Larger Quarters at
334-336
Bank of America Bldg.

We wish to take this opportunity to congraulate the Consolidated Aircraft Corp. and wish them every success.

A complete staff of CIVIL, CRIMINAL and COMMERCIAL investigators
—At Your Service—
Complete Criminal Laboratory—24-Hour Service
"Don't Wait—Investigate"
Main 2238

May We Add Our Congratulations
UNITED STATES NATIONAL BANK
202 BROADWAY

CONGRATULATIONS
BUONO'S
Central Park Market
"The Big Friendly Neighborhood Store"
Vegetables—Produce—Meats—Groceries
2988 Imperial Franklin 1558

COMPLIMENTS
Vick's Distributing Company
Fine Wines and Liquors
536 W. MARKET

Home of Gold Label Malt. Phone Main 6761
Liquor—Wine and Beer
We Carry the Best MALTS AND SUPPLIES
BEN'S MALT STORE
Used Whiskey Barrels For Sale
Ben Halpern, Proprietor, 647 Market Street

ED FLETCHER & CO.
Real Estate & Insurance
1020 9th Ave. Franklin 6204

Congratulations C. A. C. A.
THE FAVORITE
ACME BEER NON FATTENING
Bohemian Distributing Co., Ltd.
IMPORTED ITALIAN WINES AND CORDIALS
510 8th Ave. Franklin 6681

A FRIENDLY HANDSHAKE FOR
CONSOLIDATED AIRCRAFT
And a pat on the back to the Harbor Dept. and for the Aviation Dept. of the Chamber of Commerce for their part in bringing to San Diego its largest industry.
PRINTING AND LITHOGRAPHING
FRYE & SMITH, Ltd.
Main 8175. 850 Third Avenue

Congratulations
Maj. Fleet
and
C. A. C. A.
Italian Importing Co.
Most Complete Line Imported Foods, Choice Wines
348 West F St. Phone Franklin 1726

HARRY C. BRAWNER
Contractor and Builder
Congratulations C. A. C. A.
837 State St. Main 2272

Consolidated Air Earnings Rise Rapidly On Stock Market

GOOD PROFIT POSITION FOR NEW S. D. FIRM

Figures Show Sales Totals Doubled; Unfilled Orders Ahead

By PAUL FOX
The Sun's Financial Editor

Consolidated Aircraft Corporation for the first half-year showed earnings per share of around 48 cents, or 48 times earnings on the same basis for the entire year 1934, when results approximated one cent per share.

Even after this excellent performance, the company entered the second half of the year 1935 in a better profit position than it commenced the year for its unfilled orders are 75 per cent greater than they were at the beginning of the year, according to a report released by Hope & Co.

Total Sales

Total sales in the first six months, amounting to $2,706,537, were almost 75 percent higher than total sales for the entire year 1934, the report said, while net income, after all charges including depreciation and taxes, amounting to $276,144, compared with only $7000 for the 12 months of 1934.

With the opening of the current year, Consolidated had $4,930,795 of unfilled orders on its books. During the first six months of the year it delivered approximately $2,760,500 under these orders.

Contracts Awarded

In early July, the company was awarded a contract to deliver 60 bi-motored airplanes and appurtenances at a total contract price of $6,506,000 excluding the costs of power plants and propellers.

CAPITAL STOCK	
Authorized	1,200,000 Shares
Outstanding (June 30, 1935)	574,000 Shares
Par value	$1.00
Dividend Rate	None
Approx. Current Market	16
Approx. Current Return	None
Price Range (N. Y. Curb)—	
1934	12¾-6½
1935 (to date)	16¼-7¾

Thus at the beginning of the second half of the current year, Consolidated had approximately $8,731,000 of unfilled orders on its books.

The margin of common profit was 0.5 per cent of sales in 1934, following deficits in the preceding two years. In the first six months of 1935, the margin of common profit was 10.2 per cent, which compares with a "normal" profit margin of about 10.0 per cent over the long-term historical period.

Current Assets

As of June 30, 1935, current assets, amounting to $1,584,166, compared with current liabilities of $164,351. Cash amounted to $545,524, while receivables totaled $580,832. Working capital of $1,419,815 compared with $1,072,097 at the 1934 year-end, when cash amounted to $203,421 and receivables to $146,374.

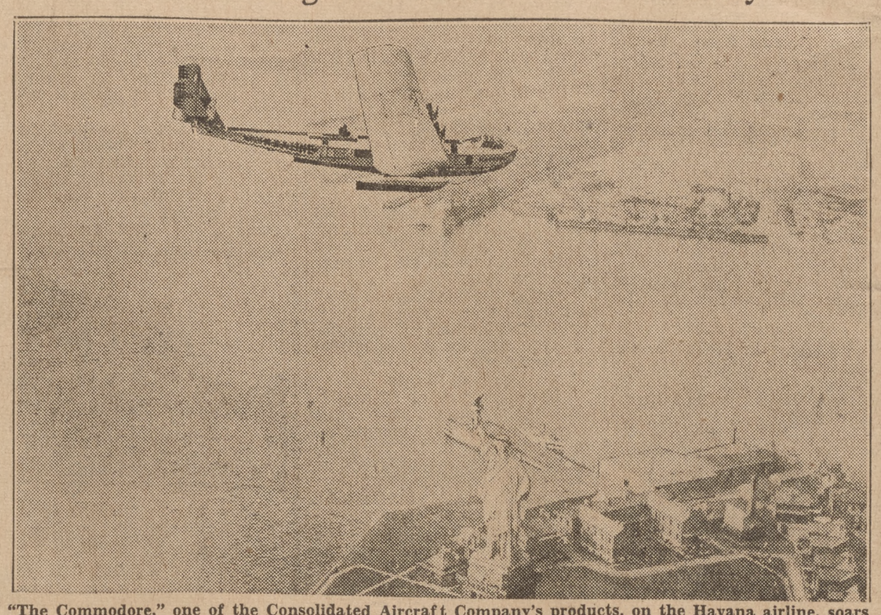
Capital of the company is composed of one class of stock only and does not embrace any funded or mortgage debt on plant, property or equipment.

Contractors

The company should be regarded more in the nature of a contractor than a manufacturer. As a general rule, its planes are built only on order, thereby eliminating any important inventory problem, while the fact that a major portion of its business is with the U. S. Government limits the risks involved in receivables.

On Oct. 8, the company was granted permission to list 579,000 shares of $1 par capital stock on the San Francisco Stock Exchange. Principal trading in the issue is done on the New York Curb Exchange.

Pilots Bidding Farewell To 'Miss Liberty'



"The Commodore," one of the Consolidated Aircraft Company's products, on the Havana airline, soars over the Statue of Liberty in New York harbor.

Mid-Air Refueling First Accomplished Here In '23

More than a decade ago a quartet of ambitious young Army pilots, stationed at Rockwell Field, decided there was no apparent reason why the refueling of airplanes in mid-air couldn't be accomplished.

When their superior officers were informed of the plan they nodded thoughtfully and applauded such an idea, at the same time appearing skeptical as to the success of such an effort.

In May of 1923 the four pilots, Lieut. Virgil Hine, Lieut. Frank W. Seifert, Lieut. John P. Richter and Capt. Lowell Smith, set to work on their new endeavor.

Ropes First

Using heavy ropes in place of hose in test flights, the four pilots, with Seifert and Hine in the refueling ship, tried various methods of refueling.

Their greatest difficulty at first was that of drawing the heavy rope back into the ship after refueling. In order to allow the hose to assume the proper angle for refueling it was of a necessity very heavy.

Finally a winch was devised which would efficiently hoist the heavy rope into the ship after the gas had been transferred.

The next step was to find out exactly how long it took to transfer the 200 gallons of gas.

Two Minutes

Emptying 200 gallons into the sea, the fliers discovered it took but two minutes to transfer gas with the hose on an approximate 45-degree angle.

Seifert, now a General Petroleum official here, smiled as he recalled their anxiety as they prepared late in June, 1923, to go aloft for the first official attempt at refueling.

"Hine and I were in the top plane," Seifert said. "We were surprised to find that with the hose it was little more difficult to refuel with the heavy hose than it was with the rope.

Forced Down

"We refueled six times successfully," Seifert said. "Richter and Smith, in their army DeHaviland, stayed aloft 24 hours before they were forced down on what is now Dutch Flats with a plugged gas line."

Meanwhile Capt. Oakley Hall and John MacReady stayed aloft 36 hours to establish a new world's record.

"Then in September, after the plane piloted by Richter and Smith had been repaired," Seifert said, "we made another attempt. This time we shattered the record of MacReady and Kelly by keeping aloft 37½ hours. We were getting pretty expert and were able to send the boys oil, food, newspapers,, telegrams and just about anything that wasn't unwieldly."

First Attempt

Thus ended the successful attempt of these enterprising young Army fliers, who saw the need for refueling in mid-air, both for commercial and amateur flying. Theirs was the first successful attempt made in the world.

The astounding progress made in this department of flying may be revealed by the fact that the present record, made recently by the Keys brothers in the Ol' Miss, is 653 hours, 47 minutes, or more than 27 days!

It was the intrepid quartet of Rockwell Field lads who led the way in 1923. Strangely, their methods have been little modified, although improvements have been made in the quality of the apparatus used.

MILLER IN CHARGE

Chief of structure of the Consolidated Aircraft Corporation, R. A. Miller accepted the position of structural engineer with the concern in 1927, after a varied career as an engineer and a member of the United States flying corps.

FOREIGN BUYERS

Foreign governments which have purchased planes from Consolidated include Spain, Portugal, North China, South China, Japan, Siam, Brazil, Peru, Chile, Argentina, Uruguay, Bolivia, Colombia, Ecuador, Venezuela, Mexico, Cuba, Haiti, Dominican Republic, Nicaragua, Guatemala, Salvador, Honduras, Costa Rica, Panama, Canada, Australia, New Zealand, Union of South Africa, Great Britain, Netherlands, Belgium, Norway, Sweden, Finland, Denmark, Germany, Italy, France, Switzerland, Yugoslavia, Rumania, Greece, Turkey, Russia, Egypt, Iraq, Persia, Afghanistan, Japan, Manchukuo, China, Philippines, Dutch East Indies, Siam, Portuguese East Africa, Liberia, Abyssinia.

C. A. C. PLANES AID TO SCHOOL

Doug Kelley of Airtech Flying Service, Ltd., today recalled that Consolidated Aircraft Corporation airplanes played an important part in the success of the flying school formerly operated here by Airtech.

Early in the history of the school Airtech purchased two carloads of Consolidated Kinner Fleets. This fine training equipment was the most important unit in Airtech's fleet of student planes at the time that the school became the first U. S. Department of Commerce approved transport flying school in the west.

A frew graduates of Airtech school who received their training in Consolidated Fleets at Airtech are: Peter Redpath, now with Transcontinental Western Air, C. G. MacKenzie with Western Air Express, and Fred Steves of Transcontinental Western Air.

Some of the local officers who passed the rigid Army Air Corps tests upon graduation from Airtech are: Lieut. W. A. Speer, Lieut. J. S. Wakefield, Lieut. Clinton Gaty and Lieut. C. H. Richards.

CAPT. HURD SERVES

San Diego is an old stamping ground for Capt. Leland C. Hurd, Army Air Corps representative assigned to inspect planes turned out for the Army by Consolidated Aircraft Corporation.

SUTTON FROM OREGON

Research engineering and flight testing for the Curtiss Aeroplane and Motor Co. from 1932 to August, 1935 gave Harry A. Sutton much of the experience needed to fill the position of assistant chief engineer of the Consolidated Aircraft Corporation, his present capacity.

3 S. D. FIRMS ARE CONTRACTORS

Contractors for various jobs on the Consolidated Aircraft factory included L. B. Norman, architect; Consolidated Steel Corp., construction; B. O. Larsen, general contractor; A. O. Reed, plumbing and heating; Capital Electric company, electrical contractor. The latter three are all of San Diego.

DON'T FORGET

That the tragedy of two autumn leaves explains much about life.

That the U. S. sends its men to work and its women to play, yet it is no paradise for women.

That success isn't always won through perspiration.

That good pictures die in our home, leaving a blank space on our walls.

U. S. NEWS IN EUROPE

London has several hundred U. S. drug stores.

Ford and General Motors Co. assemble millions of autos in Europe.

U. S. Oil companies, Standard, Sinclair and others operate many stations.

Pictures, tires, jazz bands, Coca Cola and U. S. bars all do big businesses in Europe.

EUROPE IN U. S.

Singer Sewing Machine Co., Pacific Borax and other big soap companies; rayon, cotton thread, etc., are examples of European enterprise in this country.

WAR MIXUPS

We are not in the League, but how do we keep out of the mess in case of war?

TIME OUR ENEMY

Girls, like cars, conceal their years with paint, but the lines tell the tale.

EYE GLASSES

No longer go with age. Fact is, age lines in the face are not only concealed but removed by the right glasses.

WRINKLES

Right glasses don't mean just a pair of fancy "Specks" to hide wrinkles.

Squint wrinkles are usually due to strained vision . . . strained vision sets you to worrying . . . more wrinkles. We know "wrinkles" that will cure yours and it isn't guesswork either.

BIFOCALS

Are the greatest offenders. Like married folks, you can't live with them or without them . . . that is, until now. And thereby hangs a tale.

SOMETHING NEW

And it IS new. A lens that is not a tell-tale of age . . . no lines, no head-bobbing, no blind spots . . . One single piece of glass with only one center. A lens that takes the place of two pairs . . . or a double sight lens and then some.

TESTIMONIALS

We could have hundreds written in the strongest possible praise for what these lenses are doing for the users. But, we are strictly professional.

PROFESSIONAL

All very well for the "Business Man" who sells you glasses as merchandise, or the Doc who fits them as a side-line, sending you to a factory-owned optical shop to fill his order.

TRIMMED

"Trimmed" in a fancy pair at a fancy price . . . where does the "rake-off" go? You should guess.

NEW LAWS

Put over by "we Optometrists" to prohibit price advertising, because it was considered unprofessional, made it unnecessary for the manufacturing jobber to worry. The "professionals" did the trick for him.

WHY WHOLESALE?

The manufacturing optician does give a liberal discount to the "trade," but you, as a consumer, don't get it, even though your prescription is paid for elsewhere. Is it a square deal?

WHY WE KNOCK . . . TALK

Most every oculist, optometrist and optician knows the truth of my story — some are with me, others not . . . and still others who are not awake or feel too helpless to fight the "ring."

PATENT GADGETS

Trade names, national advertising and state laws (supposed to protect the "Dear Public") have done more to keep decent glasses from a needy public than all else.

GOOD GLASSES

Should not be sold to you as merchandise. You should be willing to pay for honest professional service and, in turn, receive your glasses at a nominal cost.

OPTOMETRISTS

Do, as a rule, supply you with the glasses they fit to you. Often you are told how their fee and the cost of the glasses is divided, but not always.

UP TO YOU

If you buy glasses as you do shoes or hats, you are just plain foolish. Eyesight is a sacred trust and not yours to "peddle" as a bargain hunter. However, if you do so, don't blame the doctor for not doing his full duty by you if you won't let him.

OPTICAL SERVICE

Is our slogan. We, as an institution, are complete from raw glass to you, including the services of Optometrist, Optician and Oculist.

ONE PRICE

All of our service is on a one-price-to-all basis and has been for years. Our new lenses are exclusively our own and not obtainable elsewhere.

If you are in trouble don't think of $s first. We will help if you really need us, even though you haven't all the cash in hand. We don't charge you for consultation, and we won't sell you glasses as merchandise unless you bring your own prescription.

DR. W. I. SEYMOUR
Optometrist
546 Broadway F. 2389

We Join With All Progressive Local Concerns In Extending

A Sincere Welcome!

. . . to the officials and employees of the Consolidated Aircraft Corp.

2nd and B Sts.

U S Grant

RADIO & BATTERY COMPANY

LEE of Conshohocken Tires

Greetings

Consolidated Aircraft Corporation

TO the officials and employees of this Company, we extend congratulations on the opening of their wonderful plant at Lindbergh Field.

Precision to a marked degree is required in your work. We invite you to visit our office, for 22 years dedicated to the task of keeping "precious eyesight" at the highest point of efficiency. Charges reasonable.

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Extends Best Wishes
And A Sincere
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All Members
Of The
Organization

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Congratulations and Best Wishes to the Consolidated Aircraft Corporation

It was our pleasure to supply the lumber and millwork on this splendid plant.

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Yard & Planing Mill, Foot of Columbia St.

SPORTING STANLEY ANDREWS CO. GOODS
Branch 3005 Univ. - - - Main Store 1144 3rd

C. OF C. HEAD SEES FACTORY AS BIG MAGNET

Plant Will Draw Eyes Of Aviation World To San Diego, Says J. L. Fox

By JOHN LAWRENCE FOX
President San Diego Chamber of Commerce

Establishment of the huge factory of the Consolidated Aircraft Corporation at Lindbergh Field is undoubtedly the greatest single event in the industrial development of San Diego. This factory has already given San Diego national publicity of great value, and it will continue to focus the eyes of the aviation world on this community. Undoubtedly, the establishment of this plant at San Diego will ultimately result in the location of other aircraft manufacturing plants and auxiliary plants in San Diego, in fact, our problem now is to find available sites in the vicinity of Lindbergh Field for these plants.

Additional Homes

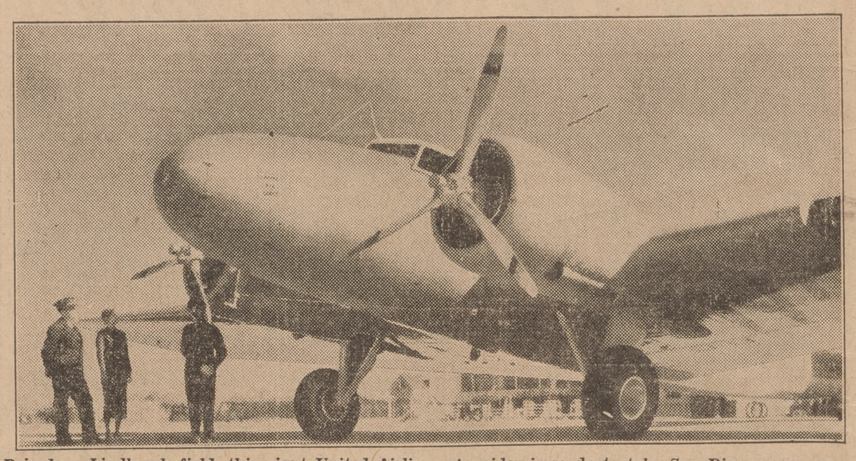
This Consolidated factory, with its employment of 2,500 men and its payroll of over $3,500,000 annually, will have a far reaching effect on the prosperity of this community. It means that additional homes must be built, that 7,500 new residents must be clothed and fed, etc., and that every business concern, and in fact every resident of San Diego, will benefit directly or indirectly from the establishment of this plant.

The San Diego Chamber of Commerce is very proud of its efforts to secure this factory for San Diego. The location of this plant here is the result of seven years of consistent and intelligent effort on the part of the Industrial Department of the Chamber of Commerce, with the able cooperation of the San Diego Harbor Commissioners, the City Council, City Attorney's office and others.

Voters' Wisdom

Primarily, however, the location of this factory at San Diego is a direct result of the wisdom of the voters of San Diego in establishing the Municipal Airport on the shores of San Diego bay. It was Lindbergh Field with its excellent facilities for land planes as well as sea planes and its proximity to rail and water shipping facilities that finally convinced officials of Consolidated Aircraft Corporation that this was the logical site for their plant. Therefore, every citizen of San Diego who voted in 1927 for the Lindbergh Field bond issue deserves to share in the credit for bringing this plant to our city.

Air Birds At The Modern Traveler's Service



Poised on Lindbergh field, this giant United Airlines sky rider is ready to take San Diego passengers on aerial tours undreamed of even by "magic carpet" story tellers.

United Air Lines With Southern Terminus Here, Keeps Pace In San Diego Progress

Keeping pace with the progress of aviation in San Diego is United Air Lines, which utilizes Lindberg Field as the southern terminus of its Pacific Coast routes extending to Vancouver, and as the western terminus of the coast-to-coast service operated by United and Western Air Express via the Salt Lake City gateway.

Expenditure of more than $1,000,000 has been made by United on an improvement and conversion program to secure 55 twin-engined Boeing transports capable of a high speed of 202 miles an hour and a cruising speed of 189 miles an hour on its coast-to-coast and San Diego-Seattle routes. It is said to be the largest single expenditure in the air transport field this year. The expenditure includes purchase of 130 supercharged 550 horsepower Wasp engines with Hamilton controllable pitch propellers. The geared engines with controllable pitch propellers instead of straight drive engines increases the cruising speed of United's fleet approximately 19 miles an hour. The planes are considerably quieter and have substantially improved single-engine performance, as they can climb, fully loaded, to 11,000 feet on only one of their two engines.

New Ticket Office

United and Western Air Express recently opened a joint ticket office in the lobby of the U. S. Grant hotel to provide the public with more convenient access to airline reservations and information.

United has flown more than 85,000,000 miles in regular scheduled operations—first air transport system to attain this figure. The record includes 23,000 coast-to-coast flights and 39,000,000 miles of night flying with mail, passengers, and express.

Back of the 85,000,000 miles is a story of aerial pioneering, according to Charles M. Urbach, San Diego Traffic Representative of United. On the company's coast-to-coast route were flown the first planes built in the United States exclusively for passengers and mail service; the first through multi-motored transcontinental passenger-cargo transports; the first flights with passengers at night over long distances on regular schedules, and the first coast-to-coast schedules of less than 19 hours.

Airway Busy Route

United's Pacific Coast airway has become the busiest north and south international route in the world. By flying 12,316 miles a day between Seattle and San Diego, United is registering more miles than on any other north-and-south route in the country. United is now flying one-fourth of all of its daily mileage on the Pacific Coast, its line linking practically every city of 100,000 population on this seaboard. This total of 375,000 miles a month is accumulated by flying three round-trips daily between Seattle and San Diego, nine inter-city flights between Los Angeles and Oakland-San Francisco, and four daily between Seattle and Portland.

Air mail, passengers and express are now being flown coast-to-coast on United's mid-Continent airway in exactly one-half the time required eight years ago when the Post Office Department retired from operation of the air mail and turned it over to Boeing and National Air Transport, predecessor companies of United Air Lines.

The original schedule with single-engined planes over the 2700-mile airway between California and New York was 32 hours. In 1930 the cross-country flight was cut to 29 hours 45 minutes. Every year since 1930 United has cut its time, the greatest slash being in 1933 when the three-mile-a-minute twin-engined Boeings cut seven hours from the coast-to-coast time.

SEVERAL SUBSIDIARIES

Subsidiaries of Fleet Aircraft, Inc., a commercial sales company; Fleet Aircraft of Canada, Limited; Frontier Enterprises, operating Consolidated Airport in Buffalo.

S. D.'S AIRPORT LURED FACTORY

Continued from Page 1-A

Los Angeles in 1928, some of Fleet's San Diego friends, Macaulay and Thomas Bomar, among others, broached the subject of transferring the Consolidated to San Diego. Major Fleet was "sold" on the idea and promised to "talk it up" among the rest of the directors, who made frequent visits to San Diego to look over the site.

In 1930, Fleet visited San Diego, inspected Lindbergh Field, then consisting of about 50 acres, and wanted to buy it on the spot for $1,000,000. But the airport was not for sale. Fleet then planned a military flying school adjacent to Mission Bay, but this plan also fell through.

Final Decision

The efforts expended by the Chamber of Commerce through Macaulay and Bomar, the Harbor Department, through Port Director Joe Brennan and other officials, and H. B. Daniels of the city attorney's office, through these years, bore fruit last year when the directors decided to change.

During the 11 years of building planes at Buffalo, the company constructed innumerable private planes, "graduated" into construction of transport ships and now specializes in military fighting machines, for which it has a $9,000,000 contract at the present time.

The company designed and constructed the famous "Commodore" ships first used by the Pan-American Airways for Havana and South America trips.

Navy Bombers

Its most recent "famous" ships have been the six Navy bombers that flew to Panama, to San Diego and then to Honolulu last year.

At its present factory site at Lindbergh Field, the company will turn out only military machines, bombers, seaplanes and the like.

As soon, however, as a suitable location near the factory now nearing construction, is found, a factory for manufacturing smaller planes, the "speedster" will also be brought to San Diego.

History Of San Diego Since 1910 Reveals 42 Air Records Set Here

Continued from Page 1-A

record breaking flights. The first aerial photographs were made over San Diego by Maj. H. A. Erickson in 1911. Maj. Macaulay also had the honor of making the first night flights in San Diego in 1913.

Non-Stop Hop

Riley T. Scott, in 1914, successfully conducted the first aerial bombing, and in 1923, McReady and Kelly completed the first non-stop trans-continental flight by landing in San Diego from New York.

Few persons remember it, but the first regular air passenger service in the United States was inaugurated between here and Los Angeles in 1923.

Probably the most famous of all flights was that of Charles Lindbergh, when he took off from the old Ryan field for St. Louis, New York and Paris.

Farewell Dinner

A few of us took an interest in Lindbergh when he first came here to have his plane built in the old Mahoney plant. He was given so little attention that I had to muster half the Chamber of Commerce staff to attend a farewell dinner, so we would have enough of a representation to make the dinner a success.

We asked him to make a speech. He got to his feet and said "There's nothing to talk about. I'll probably have something to tell you if I make the flight to Paris." That was all he would say.

The old Russell parachute company gave me a parachute to present Lindbergh for the flight. Lindy declined to accept it. He said: "I haven't room for it in my plane, and anyway, if I fall over the ocean, I won't need it."

And all of us remember that famous massed air flight over San Diego on Thanksgiving Day of 1918. The Army staged a massed flight that has never been attempted again.

212 Planes

A total of 212 planes were in the air, and they actually flew in one group over the city, and the wings of the planes, as seen from the ground, seemed to be almost locking together. Now, all massed flights are made in separate formations.

The worst part of the flight was in landing. The old "Jennies" we used wouldn't stay in the air for more than two hours, but all the planes were finally grounded without mishap.

Some of the other dozens of records set in San Diego include the first use of a radio in an airship, by Curtiss and Morin, in 1912; the first use of planes in locating schools of fish, in 1918; the first trans-continental squadron flight, in 1918; the first refueling flight by Smith and Richter, in 1923; the first non-stop flight from San Diego to Mexico City by Capt. Emilio Caranza of the Mexican army, in 1928.

San Diego also was the first city on the Pacific Coast to draft an air ordinance and the first city in the country to form a Municipal Board of Air Control.

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Good Glasses But Not Expensive

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Congratulates the . . . CONSOLIDATED AIRCRAFT CORP.
Best of Luck!

RUGS & CARPET
LOWEST PRICES — LINOLEUM — BEST QUALITY
FOR THAT NEW SAN DIEGO HOME!!

RUGS
Axminsters
Many Beautiful Designs and Colors
9x12 $21.50
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Free! Free! Free!
1 Waffled Hair Pad with each Rug costing over $27.75

Inlaid Linoleum
Many beautiful designs and colors, laid and cemented to your floor. Sq. yd.
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Window Shades
39x72 39c
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Carpet
All Wool-Face Heather 90c
Figured Velvet Outstanding values.. $1.10
Axminster, reg. $1.75 yd. value now..... $1.65
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MASTIPAVE
The only material that can be successfully used over concrete floors. Absolutely waterproof. Also for business quarters, sun rooms, porches, etc. Comes in red, green, tan and black. Per sq. yd. $1.15

Venetian Blinds, sq. ft. 43c
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Dail's Mattresses
Box Spring and 308 unit Inner-Spring Mattress to match $25
180-unit Inner-Spring Mattress $7.95

Felt Base Floor Covering
Many beautiful designs, all Standard Brands ... 39c
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12TH AND G STREET
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(Located in the M. & M. Mkt.)
SAN DIEGO BLVD., VISTA
25TH AND BROADWAY
3651 EL CAJON BLVD.
(Located in the R. & R. Mkt.)
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All stores have meat departments, the following being owned and operated by Humpty Dumpty Stores:
952 ORANGE AVE., CORONADO
3641 UNIVERSITY AVE.
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101 W. GRAND AVE., ESCONDIDO
3215 EL CAJON BLVD.

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Gas Refrigerator
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Model Illustrated
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New Air-cooled ELECTROLUX . . . The Serval Gas Refrigerator. A silent, efficient kitchen helper . . . because it operates on an advanced, simple freezing principle. The Electrolux has no moving parts . . . it is operated by a tiny gas burner that is equipped with a safety device which stops the flow of gas instantly in case the flame goes out.
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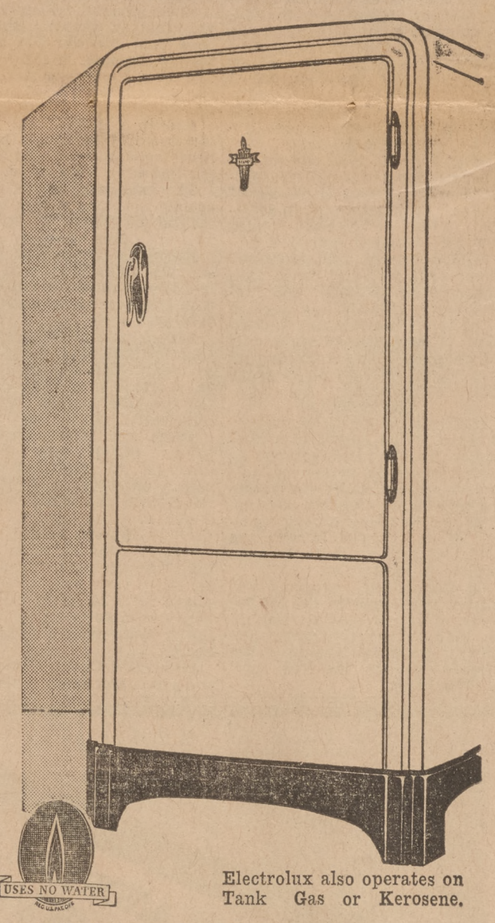
$139.50 $170.10 $207
Allowance on Your Old Refrigerator.
NO DOWN PAYMENT
3 Years To Pay
ON FHA TERMS



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ASK A USER—NOT A SALESMAN—ABOUT ELECTROLUX

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LEIGH BACKED BY YEARS OF AERIAL WORK

Charles T. Leigh, vice president and material supervisor of the Consolidated Aircraft Corporation, has years of experience behind him which amply fit him for the position to which he has been appointed.

A bachelor of science in mechanical engineering at the Worcester Polytechnic Institute in 1911, Mr. Leigh worked on various mechanical and civil engineering jobs following his graduation until 1917, when he took over the position of chief engineer of the Raymond, Washington unit of the airplane spruce division.

Since that time Leigh has worked in various other capacities. He has been affiliated with the Consolidated Aircraft Corporation since 1932.

ARMY FLIERS MAKE HISTORY

Continued from Page 1-A

that time they set a new world's endurance non-stop flight record of 27 hours, 16 minutes, but fell far short of their New York goal.

Motor Humming

The big ship in 1923 roared in from the dim mountain fastness east of here, its motor humming sweetly. A perfect landing set the relieved crowd wild—and the flight, the first successful coast-to-coast effort, had been completed.

Seldom in the history of aviation have two birdmen received the ovation given Macready and Kelly when they brought their ship safely to earth. Lindbergh, when he made his historic trans-Atlantic hop to France three years later, received the acclaim of the world, but aviation had progressed swiftly in that period of three years. Kelly and Macready, however, were doing something unprecedented, just as Lindy's flight was the first and mightiest of its kind. They had made a mark to shoot at, and even people air-minded at the time were of the opinion it would be years, possibly a decade, before the record would be broken.

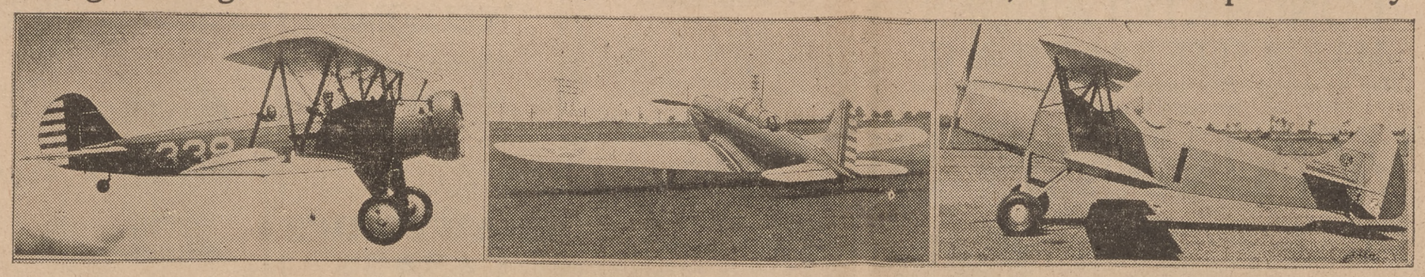
Amazing Progress

That aviation since that time has progressed amazingly is proven by Col. Roscoe Turner's epic flight from Floyd Bennett Field, New York, to Los Angeles Sept. 2, 1934.

Roscoe's trim plane hurtled him a distance of approximately 2,700 miles in the astounding time of 10 hours, two minutes and 51 seconds, an unheard of endurance speed heretofore. Turner, on this flight from coast to coast, averaged 248.129 miles per hour, while Kelly and Macready averaged less than 100 miles per hour for their flight!

Nevertheless, the Kelly-Macready flight from New York to San Diego will stand in the annals of aviation as an effort supreme. They were the first, and the leaders shall conquer.

'Sailing, Sailing, Over The . . Class, Real Class! . 'Madame, Your Airship Is Ready!'



High in the clouds are a pilot and his passenger in a Model al-C (Air Corps BT-7) model powered with a 300-horsepower Wasp, Jr. engine.

If your taste runs to low-winged monoplanes, try this one, also a product of Consolidated. It's model A-11, from a rear left view.

Built for speed and plenty of it is this model F-1-6 Fleet manufactured by Consolidated Aircraft. It has the marks of a real air patrician.

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON AND ROBERT S. ALLEN

Below is a continuation of the survey of political conditions in various parts of the United States.—The Editor.

ATLANTA, Oct. 19.—A state drama with a political setting and a national audience of considerable importance is being enacted here in Georgia.

The title of the drama might be: "Enough Rope."

For Eugene Talmadge, red-gallused, wild-haired governor of the state, is being given enough rope to hang himself.

It is a test, not only of the Roosevelt Administration in the President's adopted state, but also of Hueylongism. For, upon the shoulders of Gene Talmadge has fallen the mantle of the Louisiana dictator.

If Talmadge, by rabble-raising tactics in Georgia, can make himself a power in the South, then there is every chance for Huey Longs in the U. S. A.

The answer, to date, is that the Talmadge star rapidly is waning. As a second-rater he will be heard from for a long time. But as one who can carry the state on national issues or win any great following outside the state, Gene Talmadge is done.

◇ ◇ ◇

Reasons Three factors are behind this decline. One is the astute game played by Roosevelt politics of letting the Bad Boy strut the stage, brandishing all the weapons he could lay hands on, until the audience got tired and went home.

Another factor is a snub deftly administered by the Georgia congressional delegation, which recently returned from Washington to find Talmadge much weaker than they supposed.

So in making up the list of the elite who would sit on the platform for Roosevelt's "homecoming" to Georgia at Thanksgiving they left the governor off the list. The publicity given this snub had reverberating effects.

The final factor was Gov. Talmadge's intimation that he intended to call out the state militia to collect taxes.

This would be a resort to unadulterated dictatorship. But either Talmadge disliked the inconvenience of a special session of the legislature (the last legislature having adjourned without passing a tax bill) or else he wanted state funds at his disposal without strings attached. Or perhaps he wanted both.

Whatever his motives, the idea did not go down well in Georgia. It was too much a leaf out of the Huey Long note-book.

(Copyright, 1935, by United Features Syndicate, Inc.)

FILM FEATURES NEWCOMER

Three former Wampus Baby stars have tiny roles in "Coronado," while the feminine lead was handed to a girl, Betty Burgess, who had never before seen a movie camera.

HUNGARY BANS DUELS TO END 'HUN' STIGMA

BUDAPEST.—Twilight has fallen on the duelling gods of Hungary. Devotees of the age old ritual "swords or pistols for two and cognac and breakfast for one" are faced with certain decimation.

Sons of Huns whose fathers were sons of Huns, Hungarians have remained through centuries, at least with respect to duelling. But this is to be stopped, according to the minister of justice. In the future those who accept as well as those who challenge will be punished severely.

SHOOTS OWN PICTURES

Marlene Dietrich, co-starring with Gary Cooper in Paramount's "Desire," is an amateur photographer. She develops and prints snapshot negatives in a darkroom she has set up in her home.

LINDBERGH FILM SHOWN IN BOWL

"Flying the Lindbergh Trail," will be the title of a motion picture to be screened in the Ford Bowl at the Exposition tomorrow from 7 to 9 p. m., climaxing Aviation Day.

The picture will follow Col. Lindbergh on the air trail he blazed from Miami to Central and South America. It is an eight-reel sound film showing ground and aerial shots.

OLD-TIMER RETURNS

William Duncan, star of silent serials and at one time the highest salaried actor in films, returns to the screen after an absence of 11 years, with a featured role in Paramount's Zane Grey story, "Nevada."

Congratulations and Best Wishes to the CONSOLIDATED AIRCRAFT CORPORATION

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"The Bright Spot of Chinatown"
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DINE
Complete Chinese Menu
DANCE
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8 P. M. to 2 A. M.
Sat. open until 3 A. M.
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Finest liquor obtainable
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Also assortment of imported Chinese liquors
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TO THE
Consolidated Aircraft Corp.
On Their New Venture To San Diego
It was a pleasure indeed to have been chosen one of the contractors to work on this huge project.
CECIL B. GROVE
CONTRACTOR
3216 Island Ave. Ph. F-7474

Welcome To San Diego!
WE OFFER OUR
Congratulations
AND BEST WISHES TO THE
CONSOLIDATED AIRCRAFT CORPORATION
VICK'S DISTRIBUTING COMPANY
"VICK'S FAMOUS WINES"
536 West Market St.
Phone FRANKLIN 7231

We Offer Congratulations To The CONSOLIDATED AIRCRAFT CORPORATION
and invite the entire personnel to use our Friendly Service.
HUNDREDS OF SAN DIEGO . . . . people are satisfied customers of our big growing Budget Department. We think you'll find it a pleasure to buy here on time—strictly confidential, no embarrassment. In one purchase equip your car far fall and winter—spread payments to suit your income. Won't you drop in, talk it over?
Jack Miles, Manager

GOODYEAR SERVICE
Prices subject to change without notice. State sales tax additional.
ROAD SERVICE—CALL F. 6666
"THE FRIENDLY CORNER"
STATE AND A ST.
Open 7 a. m. to 6 p. m. Weekdays
8 a. m. to Noon Sundays

Congratulations To The Consolidated Aircraft Corporation And Major Fleet "President"
L. B. NORMAN
CONTRACTOR - ENGINEER
Plans and Construction
Handled by my organization for
Consolidated Aircraft Corp., San Diego
Douglas Aircraft Corp., Santa Monica
North American Aviation, Inc., Los Angeles

Welcome . . .
Consolidated Aircraft Corp.
We recognize in your coming . . . and the construction of your up-to-date plant, an important forward step toward Progress—a term which perfectly describes the San Diego of today! Your chosen business stands first in the American—and world-wide—march to better knowledge! It seems fitting that San Diego's Lindbergh Field—which figured prominently in the birth of the American aviation business—should claim one of the industry's most important representatives!
We Appreciate This Opportunity to Invite You and Your Families—as San Diegans—to Visit Our Store!
A Few of the 45 Complete Departments to Serve You!
Furniture, Bedding
Silverware, Clocks
Sporting Goods
Housewares
Curtains, Drapes
Notions, Neckwear
Gloves, Handbags
Automotive Supplies
Washing Machines
Electric Appliances
Refrigerators
Power Tools
Fabrics, Linens
Paints, Roofing
Hosiery, Lingerie
Radios, Batteries
Shoes, Slippers
Men's, Women's and Children's Clothing
What Is Sears? . . .
Sears, Roebuck and Company is a nation-wide organization . . . our huge volume of retail store and mail order sales makes possible enormous purchases . . . enabling us to secure, through this large buying power, consistently low prices! A carefully developed system of distribution assures your receiving the savings thus effected!
Sears, Roebuck and Co.
Broadway at 12th San Diego

CONGRATULATIONS
And Best Wishes to the
CONSOLIDATED AIRCRAFT CORPORATION
We welcome these new families to San Diego and hope we may be of service to them.
DON LEE, Inc.
CADILLAC—LA SALLE
OLDSMOBILE
Sales and Service
1936 MODELS NOW ON DISPLAY
First and A Sts. Main 5186

Extending Congratulations to
CONSOLIDATED AIRCRAFT CORPORATION
and inviting their personnel to see the new 1936
DODGE SIX
"Again in 1936—the Economy Car"
C. A. GRAY
Dodge and Plymouth Distributor
INDIA TO COLUMBIA—ON BROADWAY
Open Evenings and Sunday

ARMY, NAVY TO GET NEW AIR PRODUCTS

Factory Operates Behind Schedules; Nine Millions Cost Of Current Orders

Consolidated Aircraft is under government contract to construct for the Army and Navy a total of 110 fighting planes and giant seaplanes at an excess in cost of more than nine million dollars.

Finished Here

Ships which were started in the Buffalo plant are being finished here, while additional new craft are under construction, officials of the factory declared.

Included in the present production schedule are 80 twin-motored seaplanes for the Navy, all larger and of greater cruising radius than any heretofore delivered to the aircraft squadrons of the battle and scouting forces.

Fighters For Army

There also are 50 PB-2A two-seater single motored fighters for the Army under construction.

Additional orders will keep the factory far behind in its effort to supply demand for years to come, it was indicated.

NEW FACTORY COAST MODEL

Speed was the watchword during the construction of the Consolidated Aircraft Factory on Lindbergh Field.

San Diego's greatest industrial unit rose almost overnight—a sweeping mass of vertical and horizontal steel lines at first, then, as it took form, one of the most modern of manufacturing plants on the Pacific Coast.

Steel And Glass

The entire plant—covering 240,000 square feet of ground space—is mostly steel and glass, the front of the structure only being finished in stucco.

The roof of the structure is a series of "saw tooth monitors," or, in other words, a series of skylights. The glass in the roof equals in area about one-fourth to one-third of the floor space area.

Big Addition

Original plans called for a structure 900 feet long and 300 feet wide, but the plans were altered to include a 50 by 250-foot addition on the west side.

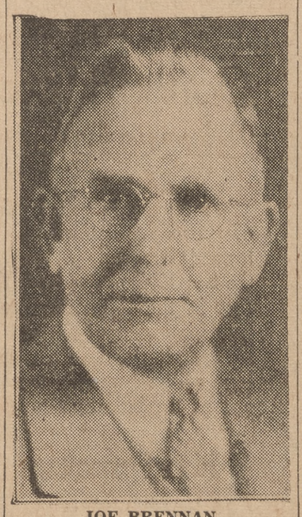
NEWMAN'S RISE RAPID IN FIRM

An assistant factory superintendent of a leading airplane company at the age of 27!

That is George J. Newman Jr., an English boy who came to this country and began to make good while young.

He has been with the Consolidated Aircraft Corporation since it began operations in Rhode Island in 1923. He worked up rapidly through all departments of manufacturing, at times being in charge of production for the Fleet types and the Army PT 11 and PT 12 training ships.

Moving Force



JOE BRENNAN

CITY FORTUNATE, SAYS BRENNAN

By J. W. BRENNAN
Port Director

With reference to the location of the Consolidated Aircraft Corporation in San Diego, there is no doubt in my mind that this class of industry is better fitted to operaet and carry on in San Diego than any other industry that I know of.

The fact that the city was fortunate enough in locating this company on Lindbergh Field certainly should clear up in the minds of any "doubting Thomases" the justification of the building of the airport. The fact that this company will, within the next six months, have something like 1500 people working for them, and within five years possibly 4000 or 5000 people certainly makes the investment in the field a good one for the benefit of the city as a whole.

Everybody knows that aviation is practically in its infancy and the manufacturing of planes will continue and increase year by year. Therefore, there is every reason to believe that the more industries, such as the Consolidated, that can be located on the field the better it will be for the city. Furthermore, the manufacturing of planes is a high class and clean industry and is right in line with the harbor plan which calls for the location of light industries in this section of the harbor.

NINE PLANE TYPES

Consolidated manufactures nine types of planes as well as manufacturing parts for them.

CONGRATULATIONS
MAJOR FLEET AND C. A. C.
May we extend an invitation to the management and personnel to ride at
WARREN'S

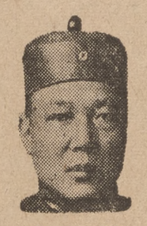
60c
Per Hour
Western or English Style
RIDING STABLES
6th St. Extension — Hillcrest 0549-J
North Side of Mission Valley

WELCOME
Employees of the Consolidated Aircraft Corp.
PICKWICK HOTEL
"San Diego's Newest Downtown Hotel"
E. A. NELSON, Mgr.
Front to First on Broadway
FRANKLIN 1141

WELCOME
Consolidated Aircraft Corp. Employees
You are skilled mechanics in your line—We in ours.
CRAWFORD'S GARAGE
"Willys and Willys Knight Repair Specialists"
16th & B St.
Franklin 2410

Welcome Employees of the
Consolidated Aircraft Corp.
AUTO TOPS
Auto Trimming and Upholstering and Seat Covers
Prompt Service
Reasonable Prices
C. M. Pendleton, Owner
1210 India M. 5193

AMERICAN SIGN SHOP
Fred C. Van Pelt
"Signs and Display Show Cards for Every Business"
614 6th Avenue. Franklin 3901

東方藥局

T. K. HEE
The Eastern Herb Co.
WELCOMES
The Con. Aircraft Corp.
Wishes Them the Best of Success and offers—
—OVER 3000 VARIETIES OF
CHINESE HERBS
tested by centuries of actual use in China. Chronic disorders can be relieved. Definite gain against all diseases and ailments can be obtained.
Try these herb remedies. They have long ago proven their worth by showing results.
REMEMBER
"Health Is Happiness, and Happiness Is The Wealth of Life"
THE EASTERN HERB CO.
20 YEARS IN SAN DIEGO
1156 7th St., Near B — Opposite The San Diego Sun

Welcome Employees of the Consolidated Aircraft Corp.
Make the
Arno Hotel or Hotel Lloyd
1345 5th Ave. 1334 1st Ave.
Your Temporary or Permanent Home
Rates $3.00 per week up. Free Parking.

Congratulations
C. A. C. A.
ALLEN'S AUTO TOP SHOP
French Tops
Carpets Hats
Upholstering-Repairing
Satisfaction Guaranteed
503 West "A"
Fr. 3341

Best Wishes To Consolidated Aircraft Corporation
Grand Central Coffee Shop
Complete, Steak, Chops Dinner . . . Fowl or Fish 60c
Cocktail Room in Connection
622 BROADWAY

Welcome Employees of the Consolidated Aircraft Corp.
If Your Car Shimmies or Your Tires Aren't Wearing Even, Consult Us.
We are specialists in Wheel Aligning
Axle Straightening, Brakes and
All Steering Troubles
WHEEL-O-METER
1250 UNION ST. F. 5020

WELCOME
TO SAN DIEGO AND
Robert D. Maxwell Co.
AUTHORIZED
SALES AND SERVICE
for San Diego County
for
BUICK & PONTIAC
402 W. Broadway — M-2187

Welcome Employees
of the
Consolidated Aircraft Corp.
We invite you to
"BOWL For Your Health"
SUNSHINE BOWLING ALLEY
624 Broadway F. 2587

DISTILATE OIL
HEATING STOVES

Get Ready For Winter
These stoves are clean, easy to operate and economical.
$34.95 up
HAMMOND FURNITURE CO.
441 University H. 8668

Congratulations alike to the Consolidated Aircraft Corporation of America and the City of San Diego on the establishment here of such a splendid industry.
Henry C. Hazzard 654 5th Ave.

HEIDELBERG----
TAVERN-- 1058 FIFTH AVENUE
San Diego's—most friendly Cafe. Centrally located in the heart of Downtown
LUNCHEON
Served from 11 a. m.
Quite Refined, the favorite for an afternoon cocktail.
Only the best wines and liquors.
DINNER
You Need Pay No More for Enjoyment
A fine meal charmingly served. Most tasty viands as only Bernardini can serve them. A tantalizing orchestra which plays generously. What more could you want.
Served from 5 on 50 and 85c

Charles Baumstark—Maurice Bernardina
GOOD PLACES TO Dine and Dance

WELCOME
Employes of the Consolidated Aircraft Corp.
HOTEL CASA LOMA
"A Homelike Hotel in congenial surroundings."
Mrs. J. J. Wall
Fir St from 3rd to 4th Ave.
Phone Main 1151

Welcome to the Consolidated Aircraft Corp.—Best Wishes and Happy Landings.
BAYBRIDGE CAFE
Try One of Frank's Famous Hamburger Specials
"THE BEST IN THE WEST"
4996 West Point Loma Blvd. Bayview 0503
"Where Bay, Bridge, and Trolley Meet"

WELCOME
Employees
Consolidated
Aircraft Corp.
MISSION CLEANERS
Harlie S. Welch Clay E. Lewis
This is our only location
where we operate our own plant.
Prompt Delivery Service
105 Washington
Hilc. 1105

WELCOME
EMPLOYEES AND FAMILIES OF THE CONSOLIDATED AIRCRAFT CORP.
We earnestly solicit your business
Cleaning, Pressing, Repairs
Alterations and Dyeing
RITZ CLEANERS
1705 University Ave. H. 4070
Courteous Prompt Service, Fair Prices

CONGRATULATIONS . . .
CONSOLIDATED AIRCRAFT CORP.
Make Us Your Headquarters for Your Kiddies' Bicycle, Wheel Goods and Toy Needs.
San Diego's largest bicycle stores. Two stores to serve you. Also a complete line of wheel goods; rent service and repairing. Trade in your old bicycle or velocipede. Convenient terms. Ask us about our bicycle insurance. We pick up and deliver free.
WHEN YOU THINK OF BICYCLES THINK OF . . .
GILMORE'S
BICYCLE and TOY SHOPS
1055 8th Ave. H. 9466 — 823 University Ave. H. 7460
"The Cycle-Logical Stores"

CONGRATULATIONS
Major Fleet and C. A. C. A.
AVELDSON-JACKSON CO.
"Specializing In Automobile and Fire Insurance"
214 S. D. Trust & Savings Bldg. F-5213

Welcome Employes of the Consolidated Aircraft Corp.
Make the
Arno Hotel or Hotel Lloyd
1345 5th Ave. 1334 1st Ave.
Your Temporary or Permanent Home
Rates $3.00 per week up. Free Parking.

WELCOME
Consolidated Aircraft Corp. Employees
You are experts in your line we in ours. Bring your radio, vacuum cleaner and sewing machine troubles to us. We are technicians and mechanics not salesmen. Abe Stitcher Service System.
2820 Univ. C. Eduard Kops, Mgr. H. 9404

Welcome Employees of the Consolidated Aircraft Corp.
NEED MONEY
We'll Be Glad to Serve You
Diamond Loan Co.
BAUMAN BROS.
We pay the most for old Gold, Silver
722 5th Ave. Main 0676

CONGRATULATIONS
MAJOR FLEET
AND THE C.A.C.A.
The
GOLD CLUB
"The Sportsman's Rendezvous"
424 F Street

Beautiful CAFE of the WORLD
The Bright Spot of the Exposition
To Officers & Employes of the CONSOLIDATED AIRCRAFT CORP.
WELCOME
To the Exposition and San Diego
A SUGGESTION:
Plan at least one more visit to the Exposition, and round out a perfect day by dining and dancing at the Cafe of the World.
FLOOR SHOW AT 6:30 & 9
SENSIBLE PRICES
DELECTABLE FOOD
INTRIGUING MUSIC
No Cover or Minimum charge
RESERVATIONS F. 6393
In the CENTER OF AMERICA'S EXPOSITION

A DRINK ON THE HOUSE TO EVERY VISITOR
AT
JOHNSON'S DISTILLERY
Tijuana, Mexico
Whether You Buy or Not
A pure center run aged in wood. Bourbon Whiskey

Each person can take $100 of liquor into the U. S. A. every 30 days free of any crossing charge
SPIRIT OF KENTUCKY
MEXICO'S PRIZE WINNING WHISKEY
IN 1934 NATIONAL EXPOSITION
BUY DIRECT FROM FACTORY
HIGH QUALITY AT LOW COST
1 Qt. $1.75 2 Qts. $3.00 4 Qts. $5.00
Follow main highway to 9th St.—Look for Signs

ALL TYPES OF PLANES BUILT BY S. D. FIRM

Flying Boats Costing Total Of $4,500,000 Made For Navy

The principal business of the Consolidated Aircraft Corp. is the design and manufacture of airplane parts for the Army and Navy, air line operators, private owners and foreign governments.

The principal types of aircraft manufactured are as follows:

Consolidated PT and Consolidated NY training airplanes used practically exclusively for primary training in the Army and Navy, of which 800 have been delivered.

ARMY GETS 171

The Consolidated PT-11 and Consolidated BT-7, primary and basic training airplanes respectively, specifically developed for the Army. Thirty-six of these planes have now completed successfully two years of service tests. Thomas-Morse 0-19 observation planes, of which 171 have been delivered to the Army Air Corps.

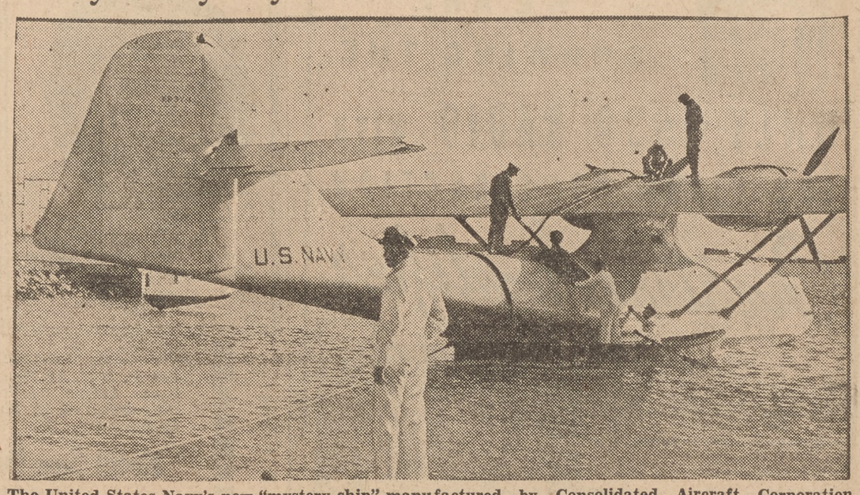
Consolidated Commodore flying boats, of which 14 were sold to the NYRBA line, later absorbed by the Pan-American Airways. All of these are still in operation by this transport company, one of the great air transportation systems, on South American commercial routes as far south as Buenos Aires. These planes, sold at $100,000 each, have flown more than 4,000,000 miles.

CRUISE 3,000 MILES

Consolidated P2Y-1 and Consolidated P2Y-2, two twin-motored patrol boats of which 47 have been built for the Navy at a cost of approximately $4,500,000. These flying boats have 1,250 horse power, weigh 24,000 pounds, a high speed of 130 miles per hour, and a cruising range of 3,000 miles.

Fleet trainer and sport plane. Over 500 of the Fleet combination military and commercial training and sport planes have been sold to commercial schools, the U. S. Government, foreign governments and private owners since 1928.

Navy's 'Mystery Plane' Lands For New Record



The United States Navy's new "mystery ship" manufactured by Consolidated Aircraft Corporation, shown after landing at Alameda, setting a new non-stop record for seaplanes. It will be on display at the Consolidated plant tomorrow.

Solar Firm Greets Air Concern With Enthusiasm

Ceremonies incidental to the dedication of Consolidated Aircraft Corporation's impressive new plant at Lindbergh Field are interesting to San Diegans not only because they mark another step in the building of San Diego's payrolls, but because the establishment here of Consolidated's factory marks an increased use of the products of one of this city's pioneer firms — Solar Aircraft Corp., Ltd.

Solar Aircraft was founded in 1927 to specialize in the making of airplane parts and accessories. Solar's principal product is a special type of exhaust manifold made of stainless steel embodying certain unique features.

"Our exhaust manifold has been subjected to the most trying tests the world over," stated E. T. Price, president. "As a result, this entirely San Diego product is placed on planes built by Consolidated, Chance-Vought, Douglas, Sikorsky, Boeing, Northrop and Lockheed.

"We congratulate Consolidated Aircraft Corp. on the opening of its fine new plant in San Diego and we are delighted thus to be in a position the better to serve them and the cause of safety in aviation."

APPLICATION FILED

Application for authority to operate in California was made to the Corporation Commissioner on July 6, 1935 by the Consolidated corporation.

The Buffalo plant of Consolidated was abandoned on Aug. 16, 1935 and the equipment and several hundred employes moved to San Diego.

SAN DIEGANS GIVEN WORK

Edward F. Neff, director of personnel for the Consolidated company, had charge of employing nearly 1000 workers in the first group now employed at the factory.

He opened offices in September and interviewed hundreds of prospective employes who went to work in addition to approximately 160 key men from the former Buffalo plant.

By this time next year, it is estimated Consolidated will be employing close to 2500 men and women.

All workers at the factory must be American citizens, and must pass a physical examination. Leading divisions of workmen include sheet metal workers, wing, fuselage, and final assemblers, tool makers and pattern makers.

NEW PLANES TO BE ENTIRELY OF METAL

There is a wood mill south of the main building of the Consolidated Aircraft factory where the lumber for patterns, jogs and fixtures is cut up. It is interesting to note that not one piece of wood goes into the structure of any of the 110 planes now in production. The modern plane is constructed entirely of steel.

CHURCH 200 YEARS OLD HAD ONLY 7 PASTORS

MERCERSBURG, Pa.—Rich in historical background, few churches in the United States can boast the interesting events of the quaint Presbyterian Church of Mercersburg, which stands under huge shade trees on a quiet side street of this mountain town.

The church, which celebrated its 200 years of consecutive activity late in July, has had only seven ministers, three of whom are living. One of these, the present pastor, the Rev. James Gray Rose, has been in charge for 43 years.

FLIGHT TO HONOLULU

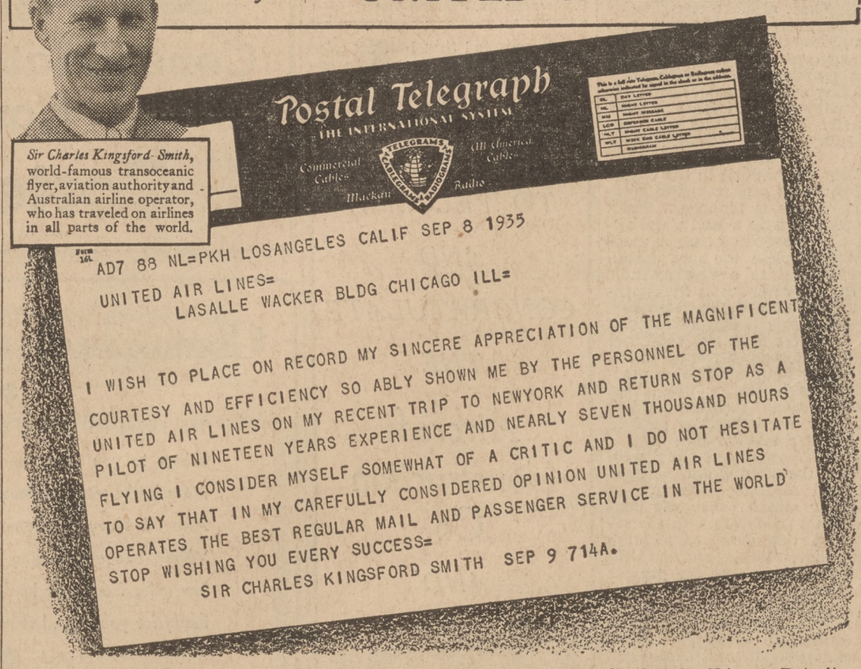
It was a Consolidated flying boat that made the passage from San Francisco to Honolulu Jan. 10 and 11, 1934, covering 2408 miles in 25 hours.

"Hi-Consolidated!"
Come down and see us somtime!
Friendly Ford Sales and Service Day and Night

Ford
BROWN MOTOR CO.
INDIA at B STREET — FRANKLIN 4191
FRED BROWN, President — EARL STEWART, General Manager

What Sir Charles Kingsford-Smith says about **UNITED AIR LINES**

Sir Charles Kingsford-Smith, world-famous transoceanic flyer, aviation authority and Australian airline operator, who has traveled on airlines in all parts of the world.

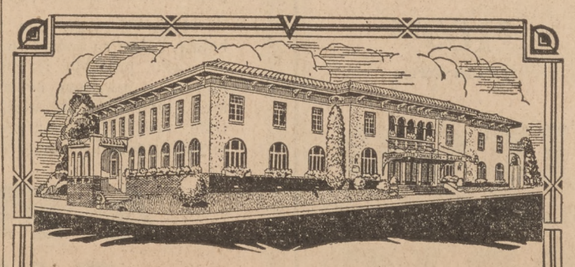


Postal Telegraph
THE INTERNATIONAL SYSTEM

AD7 88 NL=PKH LOSANGELES CALIF SEP 8 1935
UNITED AIR LINES=
LASALLE WACKER BLDG CHICAGO ILL=

I WISH TO PLACE ON RECORD MY SINCERE APPRECIATION OF THE MAGNIFICENT COURTESY AND EFFICIENCY SO ABLY SHOWN ME BY THE PERSONNEL OF THE UNITED AIR LINES ON MY RECENT TRIP TO NEWYORK AND RETURN STOP AS A PILOT OF NINETEEN YEARS EXPERIENCE AND NEARLY SEVEN THOUSAND HOURS FLYING I CONSIDER MYSELF SOMEWHAT OF A CRITIC AND I DO NOT HESITATE TO SAY THAT IN MY CAREFULLY CONSIDERED OPINION UNITED AIR LINES OPERATES THE BEST REGULAR MAIL AND PASSENGER SERVICE IN THE WORLD STOP WISHING YOU EVERY SUCCESS=
SIR CHARLES KINGSFORD SMITH SEP 9 714A.

To New York: Fastest scenic daylight flight (Lv. 11:00 A. M.) Equally fast to Chicago, Detroit, etc.
TICKETS: Lindbergh Field, H. 4437. Hotels; Travel Bureaus; Telegraph Offices.



Several years ago San Diego was "so many nights and days from New York"—and, today's phrase is—"just hours!"

Time flies . . . progress marches on . . . so we too say —Welcome and Success to the Personnel and Employees of the

CONSOLIDATED AIRCRAFT CORPORATION

JOHNSON-SAUM COMPANY
Fourth and Ash St. MORTUARY Phone M. 6168

WELCOME
TO
Consolidated Aircraft

Southern California is the heart of the aircraft manufacturing industry. The completion of the Consolidated Aircraft factory means greater employment opportunities than ever before for San Diego young men. To meet this increased demand for trained men, the Ryan School of Aeronautics has developed a new twelve month Master Mechanics' course which includes actual aircraft factory experience. This special Ryan system, endorsed by such leading aircraft manufacturers as Douglas, Northrup, Lockheed and Vultee, is now available for immediate enrollment. We are proud of the fact that many Ryan graduates are now listed among Consolidated's employees.

RYAN FLIGHT COURSES

which for years have been accepted by commercial and sportsmen pilots as standards of thoroughness are also available with or without mechanical instruction—Phone or write for further information.

RYAN SCHOOL OF AERONAUTICS
"United States Government Transport Approval"
Main Administration Building, Lindbergh Field
San Diego, California

We Take This Opportunity to Wish the Consolidated Aircraft Corp. Every Success

Announcing . . . .

(J. Hal) KLINE & WERNMARK (Kneut) announce the opening of their new Service Station at the northeast corner of First and E Streets in connection with the Auto Bath. In addition have re-acquired the Richfield Service Station across the street at the southeast corner of First and E Streets.

In operating the three places, the utmost in Automotive Service will be rendered by only skilled and licensed employes.

Nine (9) modern gas pumps await to serve you with the nation's five (5) leading Gasolines and Oils, with a full line of Yale and Sieberling "Air Cool Tires" and General Batteries.

We are grateful for your patronage during the past years and for our opening we are offering six (6) Specials—Surely you'll want to take advantage of one of them before the thirty (30) day limit expires.

Thanks again,
KLINE & WERNMARK

"IF IT'S FOR THE AUTOMOBILE WE HAVE IT"

SPECIAL NO. 1		SPECIAL NO. 2		SPECIAL NO. 3	
Lubrication	1.00	Auto Wash	1.25	Auto Wash	1.25
6 Quarts Quaker State Oil	1.80	Wheels, Fenders, Springs & Fittings Steam Cleaned	1.25	Lubrication	1.00
	2.80	Lubrication	1.00	6 qts. Quaker State Oil	1.80
Your Savings	1.00		3.50	Springs, Fittings, Wheels and Fenders Steam Cleaned	1.25
Your Price	1.80	Your Savings	1.25		5.30
		Your Price	2.25	Your Savings	1.50
				Your Price	3.80

SPECIAL NO. 4		SPECIAL NO. 5		SPECIAL NO. 6— DE LUXE	
Auto Wash	1.25	Auto Wash and Vacuum	2.00	Auto Wash	1.25
Motor Steam Cleaned	1.00	Motor Steam Cleamed	1.00	Polish (Oil)	1.25
Springs & Fittings Steam Cleaned	1.25	Chassis (Full) Steam Cleaned	2.00	Motor Steam Cleaned	1.00
Lubrication	1.00	Lubrication	1.00	Chassis (Full) Steam Cleaned	2.00
6 Quarts Quaker State Oil	1.80	6 Quarts Quaker State Oil	1.80	Lubrication	1.00
	6.30		7.80	6 Quarts Quaker State Oil	1.80
Your Savings	1.75	Your Savings	1.85	Vacuum Clean	1.00
Your Price	4.55	Your Price	5.95		9.30
				Your Savings	2.30
				Your Price	7.00

Turco Materials and Methods Used Here Exclusively

Auburn Auto Baths & Service Station

104 E. N.E. Corner — First & E — 105 E S.E. Corner

FIRMS BELOW WISH THE AUBURN AUTO BATHS AND SERVICE STATION THE BEST OF LUCK

TURCO — *The Largest Manufacturer of* Cleaning Materials in the West
Presents Advanced Cleaning Methods
San Diego Branch—335 West "G" St. Phone F. 7221

SAN DIEGO NEON SIGN CO.
401-25 G. Street Phone Fran. 7194

INSURANCE CARRIED BY
DARNALL & HARPER
Representatives of the best and strongest companies
1142 7th F. 7641

CALIF. ELECTRIC WORKS
424 8th St. M. 2145

Y W C A ANNOUNCING

ACTIVITIES FOR FALL AND WINTER

—SWIMMING—

CLASS—Instruction in crawl-back, crawl-breaststroke, side-stroke, diving, life saving, water games.
CLUBS—Open to swimmers who pass an advanced water test and wish to refine strokes and dives.
PARTIES—For groups of men and women—Friday or Saturday evenings by appointment.
TENNIS—Essentially a game of skill—the ideal sport for girls. Daytime and evening classes.
BADMINTON—Fast!—And literally sweeping the country, this sensational game imported from England. Use our courts and equipment—by appointment—for men and girls. (Girls 12 and up).
DANISH—For flexibility—Reducing—Correct Posture—"Danish gymnastics gives a maximum of activity to business girls and home women.
TAP DANCING—Interesting patterns and routines.
RHYTHMICS—For free movements—Poise—Interpretive dance studies.

SWIMMING—DANCING—TENNIS FOR GIRLS 4 TO 14 YEARS.
Write or ask for free booklet
Y. W. C. A. Health and Recreation
DEPT. 1012 C ST. MAIN 8115

CONGRATULATIONS
TO THE
CONSOLIDATED AIRCRAFT CORP.

+—+—+

We invite the patronage of the entire personnel to visit our plant and use our courteous service.

See the New 1936 Chevrolet Nov. 2nd.

CITY CHEVROLET CO.
1040 Union St.

3 YEARS to PAY for Modern Plumbing
Under Title I National Housing Act

Enjoy Modern Plumbing in Your Home

New comfort and new beauty will characterize your home when you permit us to modernize your bath.

Estimates Without Obligation
H. D. Hubbs, Plumber
1258 First Avenue
Fr. 3525 or B.V. 0719-J

Fair Enough by WESTBROOK PEGLER

Continued from Page 1-A

people at home even under Roosevelt.

◇ ◇ ◇

Radical Press

For one thing it will be necessary to know whether Mussolini or Hitler or Stalin would do anything to a foreigner, tourist or imigrant who attempted to establish a daily newspaper or weekly magazine published in a foreign language, to advocate the overthrow of the government and a change in its form. This is one of the minor liberties still existing in the strangling democracy under the potato tyrant of Hyde Park and Harvard. Many of our friends from the free countries who find so much to object to here do, after all, enjoy the right to print their principles and exhort their fellowmen in languages which are foreign to America. It is hardly comparable to the loss of the right to raise potatoes, but it is still a shred of the old liberty.

Another thing to be determined is whether a group of Americans in any of the free countries would be permitted to form Roosevelt clubs and hold drills of a semi-military character and indulge in rifle practice in the suburbs of Berlin. Our Nazi friends in the region of New York have been able to do these things under the tyrant Roosevelt.

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Alien Population

And then there would be the matter of public relief for jobless foreigners. There are said to be three million aliens in the United States on an illegal footing and about half that number of aliens are said to be drawing relief under the dictatorship. Do you suppose there would be some way of learning how many Americans have entered the free countries illegally in order to escape the potato dictator?

Well, there are still these few little doubts to be cleared up, but it is a relief to be getting away, anyway. Your correspondent's first act on the soil of France will be to buy a spade and plant some potatoes as a gesture of defiance to the dictator in Washington, D. C.

CRYSTAL MALTED MILK SHOP
207 W. Washington, invites you to try their Malted Milks, Fountain Drinks, Hot Lunches & Hamburgers
YOU ARE CORDIALLY INVITED TO THEIR SHOP.

Sterlingworth School
Nursery—Kindergarten
Primary Grades!
All subjects, including French, Dramatics, Tap and Ballet Dancing. Tutoring in Elementary grade subjects, spacious grounds. Tuition $8 per month, half day; $14 per month all day.
Lillian Driver
Principal
4385 34th R. 0010

JUNIOR UNIT OF CHAMBER IN GREETINGS

New Era Marked By Institution, Says S. D. Publication

Hailing the dedication of the Consolidated Aircraft factory as marking a "new era in the growth and development of an industrial San Diego," the Junior Chamber of Commerce today declared the move which brought the factory here to be "the greatest single advancement ever made in the industrial development of the city."

Its official publication declared:

"Ever since the citizens of San Diego, under the leadership of the Chamber of Commerce, voted an investment of $625,000 in Lindbergh Field, aircraft manufacturing interests have taken a very keen interest in the growth and development of this section. The field combines three of the outstanding major features that go to the making of an ideal airport, namely: safety, utility and accessibility.

Field Is Safe

"Very few airports in the United States are as safe from the operating end as is Lindbergh Field; its utility as both a land plane airport and a seaplane base is made possible through the fact that it is contiguous to a very splendid basing for seaplanes in the northeasterly portion of San Diego Bay. Its accessibility is demonstrated by the fact that it is less than five minutes from down town San Diego, and this air terminal is practically contiguous to the other transportation facilities which play such an important part in the life of a modern city.

"These favorable factors were called to the attention of the Consolidated Aircraft Company in particular almost constantly during the past five years with the result that this great corporation finally moved lock, stock and barrel to San Diego. At the present time they are carying on a national advertising campaign in aeronautical publications, in which they depict 'an aerial preview of Consolidated Aircraft Corporation's new factory on Lindbergh Field at San Diego, California, where air, land, rail and water combine to afford the ideal location for aircraft production.'

World's Leading Plant

"Consisting of the most modern airplane plant in the world, 240,000 square feet of floor space, Consolidated dedicates its new facilities to the continuous development and production of aircraft which will assure our Nation's power in the air.

"This corporation has over $9,000,000 worth of business on its books at the present time and has indicated that in order to get out these large Army and Navy orders, it will be necessary to employ 1500 men by Jan. 1, 1936, and 2500 men by March 1, next.

"San Diego's aircraft industrial development, making good its slogan 'Air Capital of the West' is now on its way and with the citizens of this community alive as never before to the advantages derived from great manufacturing enterprises of this nature, and with the cooperation of the Harbor Commission, the San Diego California Club, and other agencies in a nationwide campaign to call to the attention of the aircraft manufacturers of the country the advantages possessed by San Diego, its future growth as an aircraft manufacturing city should be assured."

Inexpensive paper windows used in Chinese houses transmit ultra violet light effectively enough, tests indicate, so that they might be substituted for ultra violet glass in some tuberculosis clinics.

Major Fleet At Head Of Air Factory

Officials of the Consolidated Aircraft Corporation are the following:

REUBEN H. FLEET, president and general manager.

C. A. VAN DUSEN, vice-president and works superintendent.

O. M. LADDON, vice-president and chief engineer.

C. T. LEIGH, vice-president and material supervisor.

GEORGE NEWMAN Sr., vice-president.

RAYMOND S. MADISON, secretary-treasurer.

Directors are: the officers with the exception of George Newman Sr.; also Earle C. Hines, Preston Lockwood, George N. Pynchon Jr., F. D. Schnacke, David G. Fleet, J. M. Gwinn Jr. and George Newman Jr.

It is reported that hairless mice from Africa may be used in experiments designed to overcome baldness.

GIANT FACTORY ON DISPLAY

Continued from Page 1-A

of approximateely 240,000 square feet in two adjoining buildings of steel, corrugated iron, glass and stucco construction, by far the largest factory in the vicinity.

Its planes have been flown in every section of the world. In 1934 a Navy squadron of six flying boats, built by the Consolidated firm, set record non-stop flight, in mass formation, in an overnight cruise from San Francisco to Honolulu. The distance of 2408 statute miles was covered in approximately 25 hours.

Airplane Sets Record

Only three days ago, a giant new-design Consolidated patrol seaplane, built for the Navy, landed in San Diego after completing a flight from Norfolk, Va., via Panama Canal and San Francisco, in only three stops.

This seaplane is the first of the 60 to be built for the Navy at a cost of $90,000 each. These 60 will be the forerunners of a great armada of flying boats which will give the Navy a fighting force capable of striking swiftly at points of danger thousands of miles away.

Construction details of the planes are kept secret. On hand to inspect every piece of material that goes into the Government ships will be Naval and Army experts.

FROM STAGE TO RADIO

Earl Lee, NBC character actor heard on the Sunday special, holds the San Francisco record for long runs in theatrical engagements. Lee was featured as Cousin Henry in White Collars, for six months at the Capitol theater. Then followed an engagement in Henry Duffy's production of "The Best People," which ran at the Alcazar also for six months.

WE WISH TO WELCOME AND CONGRATULATE THE Aircraft Construction Co. AND Employes From

Fox West Coast Theatres of San Diego

Best Wishes to the Consolidated Aircraft Corp.

El Cortez Hotel

CONSOLIDATED EXECUTIVES

The taking up of your residence in San Diego brings to you many benefits. Not the least of these is the easy accessability of the San Diego Army & Navy Academy at Pacific Beach. The West's one outstanding Military Academy is a few miles from your home . . . a distinct opportunity for your boy. Let him take advantage of it.

SAN DIEGO ARMY & NAVY ACADEMY AND JUNIOR COLLEGE

"THE WEST POINT OF THE WEST"

WE ARE SHOWING THE ONLY 1936 RADIO WITH THE PIANO CONSTRUCTION

Overtone Amplifier

THERE'S no doubt about it—Zenith's new Overtone Amplifier, a new feature of the 1936 line—improves the tone and makes radio programs more enjoyable.

Zenith's Overtone Amplifier is just one of the many modern features of this new radio, now to be seen at San Diego Auto Electric's two convenient showrooms.

ZENITH 9554—

9 tubes. Tunes Americans and Foreign stations; police, amateur, aviation conversations, ships at sea. Tuning range of 5 wave bands on 3 simplified dial ranges. 12-inch Auditorium dynamic speaker. Black Magnavision dial, bands individually illuminated in colors; automatic band indication A-B-C; split second tuning; overtone amplifier.

$109.95

Lowest Terms

SAN DIEGO AUTO ELECTRIC

3rd and C St. Savoy Theater Bldg. Open Evenings — Phone M. 7178 — 916 Union at E St.

FRANKLIN 1221

Today . . . even more than in mother's time . . . a woman's Hair is her "crowning achievement."

PERMANENTS

Surely the most pleasing permanent you ever had . . . styled to personally enhance your own particular charm and individuality. The quality and workmanship in these permanents is far greater than the price would indicate.

$3.50 UP

We offer a complete Beauty service including facials, hair dyeing, eye lash dyeing, marcelling, finger waving, manicuring, etc. at moderate cost. Hair-designing by Mr. Christy. Open evenings by appointment.

Hotel San Diego Beauty Salon

on the Mezzanine floor

Sybble Oyer — Marie Brennan

ALL ABOUT DAVIDSON'S

Davidson Furniture Co. is almost an institution in San Diego. New arrivals to the city can hardly be expected to know that, however, so we're taking this opportunity to tell about Davidson's. Davidson's is justly famed for furniture bargains . . . both in new and used furniture. But furniture isn't all. There's new and used stoves, heaters, linoleum, rugs and a big juvenile department given over entirely to the youngster. New and used EVERYTHING, in fact, at all prices and in all styles, for your home. Davidson's is a friendly place . . . it's fun to shop there.

Skip through the items and prices listed below. You're bound to find something you need . . . and, possible, if you wanted to spend a bit more for an item or even less than the price mentioned, then Davidson's can probably manage that, too. Davidson's can manage just about **anything** when it comes to fixing up your home.

A FREE CARD TABLE

Welcoming Consolidated Aircraft employees to San Diego, Davidson Furniture Co. this week offers to all new customers a FREE CARD TABLE of sturdy construction and neat finish. A five dollar purchase is all that is needed to prove yourself a Davidson customer. Then the card table is yours. (Davidson reserves the right to withdraw this offer at any time without notice.) Come in and get your card table . . . it's a gift to YOU.

CONGOLEUM GOLD SEAL RUGS
Dr. Patterns, regular 9x12's. Save from $2 to $3 on each rug. **$6.95**

APEX WASHING MACHINES
A tremendous value in these work-savers **$49.95**

STUDIO COUCHES
Two inner-spring coiled mattresses, three soft, downy cushions .. **$26.95**

DOUBLE BLANKETS
Part wool, extra large size—78x84. Wide color range **$3.95**

DOUBLE COTTON
These lovely blankets come in all colors **$1.65**

FOR THE BABY
Baby Beds **$4.95**
High Chairs **$1.95**
Baby Carriages **$4.95**

COIL SPRING MATTRESSES
Well insulated, 162 coils. A real mattress **$8.95**

NEW SUPERFEX
This remarkable new home heater burns inexpensive distillate **$36.75**

PERFECTION HEATER
This is the old reliable Oil Heater ... **$6.50**

GAS RANGES
Buck Family Ranges from $99.75 to **$37.75**

RUG PADS
Generous, soft 9x12 sizes **$2.95**

AXMINSTER RUGS
Beautiful 9 by 12 seamless Axminsters **$21.50**

WILTON RUGS
Famous for quality. 9 x12's for only **$48.50**

LIVING ROOM SET
2 piece, tapestry covers, deep spring cushions, latest styles **$27.95**

CARPET SAMPLES
make lovely scatter rugs. Bargain priced **$1.95**

BEDROOM SET
Bed, Vanity Chest, Mirror, Walnut Veneer. A beautiful and well made set **$34.95**

DAVIDSON FURNITURE CO.
• 6th and F. •

Welcome and the Best of Success —to Consolidated Aircraft Corporation

Merchant's Lunch Daily 11 to 2 p. m. 35c — Dinner 50c to 90c

Owens RESTAURANT

7th and B
Next Door to Fox Theater

CONGRATULATIONS AND BEST WISHES TO THE Consolidated Aircraft Corp.

WE WELCOME THESE NEW FAMILIES TO SAN DIEGO

DIAMONDS - WATCHES JEWELRY - SILVERWARE ON CREDIT!

BUY NOW FOR XMAS—The most complete stock of blue white diamonds, nationally advertised watches, silver and jewelry.

"The Easiest Terms in Town"

COMPLETE OPTICAL DEPARTMENT
P. C. PETERSON, IN CHARGE

San Diego's Newest and Most Modern Jewelry Store!

1025 Fifth Ave.

Lewis JEWELRY CO.

Your Patronage Welcomed. Open a Charge Account Here.

1025 Fifth Ave.

Industrial San Diego Needs . . . And Will Need

Well-Trained Office Employees

PREPARE NOW

with an "eye" to the future

San Diego College of Commerce

San Diego's Modern Business College

1935-36 Catalogue Upon Request

1133 4th Ave. — Franklin 6497

CONGRATULATIONS and BEST WISHES TO THE...

Consolidated Aircraft Corp.

See this most beautiful home
3819 Pringle St.
2-story, 2 baths
Double garage with servant quarters above
$8000

CAPITAL CO.

507 Bank of America Bldg.
Main 0208

Sun Want Ads Pay

CITY WILL BE AIR CENTER, IS PROPHECY

Consolidated Plant Assures San Diego Of Aerial Future

The coming of a great, private airplane construction company to San Diego consolidates the city's position as the coming aviation center of the world. Its service flying units are superior to any base in the world.

Consolidated brings private industry, laying the ground work for future concerns to discover the advantages of San Diego and move here to make the greatest airplane city in the world.

Though still a factory, the Consolidated plant has been designed with an eye to distinctiveness. It is of all-steel construction, and like so many modern factories, is of saw-tooth design, to permit the maximum amount of light to reach the assembly floors.

It is an imposing structure with its front stretching 900 feet along Pacific-av. The main office, with its modernistic exterior, is in reality part of the main building, and easily can be converted into manufacturing space by removing the various partitions. Future expansion may make this necessary.

3 IMPORTANT TYPES

The Consolidated corporation is developing or has developed three types of planes used by service units. They are the high speed long range flying boat (Consolidated XP-3Y-1); high performing two-seater fighter (Consolidated P-30); attack airplane (Consolidated A-11).

Exposition Music

SATURDAY, OCT. 19

2:00 P. M.

Organ amphitheater, Sons of Veterans Band, Ernest M. Pollock, director.

2:30 P. M.

House of Hospitality, Soroptimists Club Day program, Fred Heitfeld, master of ceremonies. Mrs. Rosalie Maiss, chairman. Mrs. Amelia F. Johnson, Soroptimist, American Federation, president, honored guest.

6:15 P. M.

Organ amphitheater, Royal A. Brown at the organ.

8:00 P. M.

Organ amphitheater, Sons of Veterans band, Ernest M. Pollock, director. Field of Honor March (McCaughey). (a) Long, Long Trail. (b) Pack Up Your Troubles. In the Sudan, descriptive (Sebek). Chocolate Soldier, selection (Strauss). Bravo, trumpet solo (Kenneth Myron soloist) (DeLuca). Atlantis Suite (Safranek). The Man on the Flying Trapeze (O'Keefe). Prince of Pilsen, selection (Luders). U. S. Field Artillery, march (Sousa).

8:00 P. M.

House of Hospitality, La Verne College Day program, A. C. LaFollette master of ceremonies. Ralph R. Travis, chairman.

SUNDAY, OCT. 20

2:00 P. M.

Organ Amphitheatre, Veterans of Foreign Wars Day Program.

3:00 P. M.

House of Hospitality, Francis Marion Ralston, American composer-pianist; Ruth Haroldson, violinist; Madam Roxana Weike, pianist.

4:00 P. M.

Ford Bowl, Exposition Junior Band, Frank Close, director.

4:00 P. M.

Organ Amphitheatre, Gideon Day Program. Opening Song Service, R. W. Sutton, Los Angeles. Opening Prayer, C. P. Eisenmayer, vice-pres., Southern California Gideons. Address "Gideon Ministry," A. L. Forde, international trustee. Musical Selection, King's Trumpeters.

5:00 P. M.

House of Hospitality, George Garner, Exposition Negro Chorus; George Garner, conductor; Netta Paullyn Garner, accompanist.

7:30 P. M.

Organ Amphitheatre, Women's Symphony Orchestra of Long Beach. Eva Anderson, conductor. "G Minor Symphony" (Mozart), a. Minuetto; b. Allegro. Trumpet Ensemble—a. "Trio from Atila" (Verdi); b. "Hozanna" (Cranier); "Alt Wien-Sylvan Tyrol" (Godowsky).

WEARS SPECIAL SHOES

Special shoes have to be made for Eleanor Whitney, clever dancer in Paramounts "Millions in the Air." Eleanor wears size 3-C.

CAST CHARLIE RUGGLES

Charlie Ruggles has the comedy role of Public Enemy No. 13 in Paramount's Bing Crosby-Ethel Merman filmusical, "Anything Goes."

COVALESKIE COMES BACK

SHAMOKIN, Pa.—Harry Covaleskie, dubbed "The Giant Killer" for his shut-out work against the New York Giants while pitching for the Phillies in the early 1900's, was defeated at the polls in the G.O.P. race for nomination as constable. A sufficient number of his Democratic friends, however, wrote his name on the ballots to give him that party's nomination for the position.

EASY LOAN LESS RED TAPE

YOUR AUTOMOBILE OR FURNITURE

Money Now When You Need It
Free Parking, Convenient Service

MOTOR BANK

4th and B St. M-1603

San Diego's Oldest Investment House—

extends its facilities and services to the employees and executives of San Diego's newest industrial organization. Wiesler and Company affords a complete investment service, including analysis of any investment holding without obligation to the client.

WIESLER & CO. LTD.

San Diego's oldest Investment House

BANK OF AMERICA BLDG. F.7181

Congratulations
And Best Wishes
To The
CONSOLIDATED AIRCRAFT CORPORATION

In addition to a full department store line we offer

STARRETT PRECISION TOOLS

—MAYHEW CHISELS
—STILLSON WRENCHES
—CRESCENT WRENCHES
—UTICA PLIERS
—VACUUM GRIP PLIERS
—STANLEY TOOLS
—HOUSEHOLD AND KITCHEN SUPPLIES

At Whitney Lower Prices

WHITNEY'S DEPARTMENT STORE
Broadway . Fifth & Sixth

A Dream come True!

"For I dipt into the future,
Far as human eye could see,
Saw the Vision of the world
And all the wonder that would be;
Saw the heavens filled with commerce,
Argosies of magic sails,
Pilots of the purple twilight,
Dropping down with costly bales."
Alfred, Lord Tennyson, 1831

THE FULFILLMENT of this vision has brought to a reality the dream of San Diego—the Air Capital of the West.

We welcome Consolidated Aircraft Corporation—and we are proud that they, with other leading manufacturers and operators of aircraft, specify and use "Exhaust Manifolds by Solar."

SOLAR AIRCRAFT CO.
LINDBERGH FIELD • SAN DIEGO, CALIF.

WALKER'S
"The Friendly Store"

San Diego's Newest Department Store

Welcomes the Consolidated Aircraft Corp.

San Diego's Newest Industrial Plant

Walker's, "the Friendly Store," will always be happy to greet you with a cheerful smile and service unsurpassed. We are glad that you have joined us in San Diego, the beauty spot of a beautiful state.

Telephone Franklin 7211

WALKER'S
FIFTH AVENUE AT BROADWAY

R. M. WALKER, Founder

Personal Service

PAY AS YOU WEAR

TROUBLE WITH YOUR EYES CONSULT

P. C. PETERSON
Maker of Good Glasses
OPTOMETRIST
—Mezzanine Floor—
LEWIS JEWELRY CO.
1025 Fifth Avenue—Telephone M. 2817

Oh You Chicken!

(words and music by Bennie Gray)

East Side, West Side
All Around the Town,
Bennie Gray's Selling Poultry,
It's the Finest to be Found
So Let's All Get Together,
And All Have Chicken Today,
You'll Enjoy Every Bite
And the Price Is Right,
At the Stores of Bennie Gray.

Congratulations
to
Major Fleet
and the
C.A.C.A

GRAY'S
Poultry House

Your dollar buys better poultry at GRAY'S — AND — it buys MORE!

Now Located On National City Dyke Division and Main Street, National City

San Diego's Pioneer Poultry House
Since Feb. 13th, 1913

"Profits Small, Business Great, That's the Way We Operate."

COPELAND'S
Eagle Drug Store
Fifth & C Main 8103

EVERY DAY IS SALE DAY!

SURPRISINGLY LOW PRICES ARE NOW IN EFFECT . . . SHOP FOR YOURSELF AND SEE.

A cordial invitation is extended to the employees and families of the Consolidated Aircraft Corporation to visit Copeland's Eagle Drug Store. You will find our staff ready and willing to serve you.

WE OFFER YOU ASSORTMENTS

We have at all times a tremendous variety of the best brands of drugs and toilet articles, nationally known and advertised, as well as our own famous brands.

WE OFFER YOU SAVINGS

You can walk into our large and well arranged store any day of the year certain that you're going to save on practically anything you need.

WE OFFER YOU CONVENIENCE

Not only the comfort of finding everything well arranged with roomy aisles and opportunity for leisurely choice but the great advantage of Copeland's Eagle Drug service.

COPELAND'S
Eagle Drug Store
Fifth & C Main 8103

WELCOME....

EMPLOYEES AND FAMILIES OF THE

CONSOLIDATED AIRCRAFT CORPORATION

Your first personal problem to get your budget organized. This great market solves your food problem by offering you the finest foods obtainable at most reasonable prices. Where you live doesn't matter—we make deliveries daily from telephoned orders. Get acquainted now with Bay City service and prices.

BAY CITY MAEKET

Fifth Ave. and "G" St. F. 3131

To the Officers and Members of the

CONSOLIDATED AIRCRAFT CORPORATION

the personnel of
ARDEN FARMS, INC.
extends

SINCERE GREETINGS
and A Hearty WELCOME to San Diego

Arden Farms, Inc.

12th & K Sts. Main 9111

Producers and Distributors of
Arden Milk, Cream, Cottage Cheese, Eggs, Butter and SUNFREZE Ice Cream

CONGRATULATIONS
TO THE
CONSOLIDATED AIRCRAFT CORP.
AND
MAJOR FLEET

See the 1936 Model on Display at Our Showroom Nov. 2nd.

CAMPBELL CHEVROLET CO.
16TH and BROADWAY

East San Diego Branch—4144 University Ave.

Safeway MacMarr Stores

Extend To

The Employees and Members of

THE CONSOLIDATED AIRCRAFT CORP.

A cordial invitation to visit our stores where you will find prompt, courteous service and Nationally Advertised Foods at low prices consistent with quality.

CONGRATULATIONS AND OUR BEST WISHES TO THE

Consolidated Aircraft Corporation and their Employees

Foreman & Clark

Fifth and Broadway — Trade Upstairs and Save $10

The Sun

Classified Advertising

SPECIAL RATES

2 Lines 3 Days 60c
2 Lines 6 Days $1.08
3 Lines 3 Days 90c
3 Lines 6 Days $1.62
4 Lines 3 Days $1.20
4 Lines 6 Days $2.16

(10% DISCOUNT IF PAID WITHIN FIVE DAYS AFTER FIRST INSERTION.

COUNT 6 WORDS TO A LINE
ADS ACCEPTED BY PHONE
8 A. M. TO 5:30 P. M. DAILY

Main 6121

OUT-OF-TOWN SUBSCRIBERS, MAIL YOUR ADS TO

The Sun

7th & B Streets, San Diego

YOUR HEALTH

Preserve It

Life is short enough at its best. Health is happiness. To keep well is not always a hard task if proper living is observed. These firms and institutions can help you preserve or regain your health. Visit them today.

LEG SPECIALIST
Old wounds, ankle sores, ulcers, eczema of the legs, varicose veins, milk-leg, phlebitis. Absolutely no cutting.
J. VAN BECELAERE, M. D.
4633 East Talmadge Drive. R. 0086.

EYE GLASSES
No Down Payment
PAY WEEKLY
HYMES—1008 Third

The Only Turkish Baths in SAN DIEGO OPEN TO THE PUBLIC
Physical Therapy
THE YALE CLINIC
333 Plaza F. 5655

AN EXAMINATION NOW MAY PREVENT SERIOUS DISORDERS LATER. SEE DR. WILSON (Dentist) 234 Broadway at once. M. 0836.

BOWLING KEEPS YOU IN TRIM. Exercise pays rich returns. 624 Broadw'y.

Card of Thanks 2

We wish to thank our many friends and relatives for the many kindnesses and floral offerings during our recent bereavement of our son and brother of Lawrence and Stanley Fenstermaker.
MR. AND MRS. A. FENSTERMAKER

Lost and Found 3

WRITERS' ATTENTION
If you can write, see us for revising, screen treating, and studio submitting. S. D.'s only licensed booking agency. Ratcliff's, 1106 Broadway. F. 2655.

LOST—Black and white Boston bull puppy (female); vicinity 3rd and A-sts. Reward. Phone M-1559.

LOST—Gold bar pin with 2 diamonds, valued heirloom; reward. Phone R-4175.

HAMILTON man's wrist watch, black strap, in Exposition, reward. Chula Vista 435-M.

FOUND—A place that will loan the most on anything. United Loan, 419 F St.

Special Notices 4

ALCOHOLISM CONQUERED
In two days. Samaritan Treatment. 5317 Marlborough in Kensington Heights—R. 8403.

SAN DIEGO TUBERCULOSIS ASSOCIATION and Rest Haven Preventorium. Four free chest clinics a week for those unable to pay a private physician. 1266 7th-st. Phone for appointment. M. 1032.

WITH ad, guaranteed oil permanent, $2.50; a $7.50 value; no inferior products; shampoo, finger wave, rinse, manicure, 75c. 220 Commonwealth bldg. M. 4235.

9x12 RUGS cleaned and sized $1.50. Overstuffed, cleaned and demothed, $2.50; free delivery. SUNRITE RUG CLEANERS. 1728 Univ. H. 7594.

ANY girl in trouble or distress apply to Captain Susie Byers of the Salvation Army Women's Home and Hospital, 2301 Bolinas-st San Diego, phone Bayview 0654

SCIENCE has agreed that electricity is the life force. So we offer to you, for all ills, Modern Therapy in your home at a small cost. 825 Broadway.

9x12 RUGS cleaned, shampooed & sized $1; overst'd cleaned & demothed $2; free del. A-1 Rug Cleaners, 1613 W. Lewis. H. 7504.

BUSINESS CARDS—2,000 $1.50; printed in San Diego Clawson Press, 1527 First.

Massage 4a

EXCLUSIVE massage. Two operators; graduate nurse. Open evenings. 759 12th.

VIVE RAY BATHS, 1437 5th. SPECIAL, bath and massage, $1.50. Licensed.

Personals 6

STOMACH Ulcer, gas pains, indigestion victims, why suffer? For quick relief get a free sample of Udga, a doctor's prescription at Monarch Drug Company and American Cut Rate Drug Stores.

DIVORCES—Consent, one day; others thirty. Box 212, El Paso, Texas.

Old clothes mean "Not Charity, But a Chance." Goodwill Industries, Fr 7555.

Travel Transportation 7

UNION PACIFIC STAGES
New buses—lowest rates—fast service
232 Broadway. Franklin 3252

Help Wanted 8

WIN $2,250.00
Can you make 5 three letter words using the letters in the word "Paramount"? Rush your answer to G. F. Stayton, Dept. E-1, Des Moines, Iowa, and you will get opportunity to win $2,250.00.

WANTED: Names men, 18-35, wishing become Railway Postal Clerks. Examinations expected. $1900 first year regular. Franklin Institute coaching. Particulars free. Apply today sure. Box Y-6.

OFFICE manager interested in collections, $1800 provisional guarantee with bonus; small investment reuired. Room 205, Churchill Hotel, 9th and C.

Help Wanted Male 9

DRESS yourself completely. As low as 50c week. Penter Co. 724 Broadway.

Help Wanted Female 10

INTELLIGENT WOMEN wanted to train as beauty counselors; compensation while training; salary & bonus; permonent or travel when qualifed. 311 Bk of Am. Bldg.

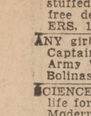
EXPERIENCED saleswoman with car for rental department. Commission basis. Must know the city. 2639 University-av.

HOUSEKEEPING WANTED—National City. Ph. 258.

Situations Wanted Male 12

WANTED, employment for needy High School students, and High School graduates, both boys and girls. Call the School Employment Bureau. F. 3757.

Schools and Instruction 14



WALTZ & all late dances privately taught until you learn completely. Come any time. Greach's Studio. 1322 Fifth-av F. 3537.

OUTDOOR NURSERY SCHOOL, nursery to 3rd grade, 6-day wk., all year. Tuition $10, $15, $20. H-2412-W. 3778 Louisiana.

TEACHER—Exp. sight singing taught, private or class. No piano. H. 6457-J.

JEAN JOHNSON SCHOOL OF BUSINESS. We teach individuals, not subjects. 521 A.

Dickinson Sec. School. Free Employment Service. 620 1st Nat'l Bldg. F. 7822.

MRS. FLORENCE E. KELTON
(Piano) 521 "A" st. M. 1377.

Money To Loan 16

DEMERS FINANCE CO.
LOANS ON
FURN., AUTOS, RADIOS, DIAMONDS
1010 1st.—Oldest Firm in S. D.—M. 8342

Money To Loan 16

SALARY LOANS
$10 TO $300
Loans Quickly Arranged For Steadily Employed People Who Qualify

LOCAL LOAN CO.
726 Bank of America Bldg., 6th & Bdwy.

BARANOV'S ARE PAYING CASH for high-grade Diamonds weighing ½ karat or more. Fifth-av at Broadway.

Real Estate Loans 17

5½% AND 6% MONTHLY payment loans on new, owner-occupied homes. Starkey Inv. Co., 1204 Fourth. Main 6117.

Auto Loans 18

WHEN YOU NEED $$$

Borrow Them on Your
AUTO, FURNITURE
or
Other Personal Property
from
ZINNEL AUTO LOAN CO.
Thrifty, Easy Payment Loans
Pioneers in Business
21 Years in San Diego
1065 2nd Ave. F. 2648

NEED MONEY ?
'Borrow With Confidence'
On Your Car—Paid for or Not—Direct From the
KELLEY CAR CO.
20 YEARS IN SOUTHERN CALIFORNIA

Recognized leaders in their field and known from Coast to Coast, having served 55,000 satisfied clients.

FULL VALUE loans assured by advances from the publishers of KELLEY KAR BLUE BOOK, which sets the standard for auto values for the entire Pacific Coast.

As long as 24 months to repay. No investigation annoyances. Strictly confidential.

KELLEY CAR CO.
New Location:
Columbia at C M-8131

MARCH ON!
Hurrah for Dalton's
"The mosta of the besta"
90 DAYS

90 days at Dalton's on your furniture, automobile or truck loan.

No cosigners—no red tape.

Quick, snappy, courteous, up-to-the-minute service.

Almost 2 years to repay. No extra charge for the accommodation.

If you want to buy a new car, Dalton's will finance it for 8%.

DALTON'S
Tune in KMTR nightly
Top O' the Dial
1000 Broadway—F. 7131

GENERAL FINANCE COMPANY
LOUIS G. PERNA
Automobile Financing
Insurance
123 C St. F. 3121

Johnson Finance Co.
OUT OF STATE BALANCES PAID OFF
EXTRA MONEY FURNISHED
Full Loan Value
Always on Any Car
Prompt & Courteous Service
600 B St. - F. 2476
Free Parking in Rear of Office

MOTOR LOANS, LTD.
10-minute loans! Real financial assistance without embarrassment or red tape.
THE REASON

You Receive	Monthly Paymets.
$ 50	$ 8.10 for 8 mos.
75	9.40 for 10 mos.
100	10.22 for 12 mos.

ABSOLUTELY NO OTHER CHARGES!
Motor Loans, Ltd.
(Subsidiary of Commercial Discount Co. Auto Financing Exclusively since 1916.)
303 WEST "A" STREET M. 6156

FRIENDLY AUTO LOANS ALL-WAYS
Money Immediately
No Fuss, No Red Tape, Confidential
Here is ALL it costs

You Receive	You Pay Monthly
$ 50	$ 9.21 for 7 Mos.
150	15.44 for 12 Mos.
250	24.76 for 12 Mos.

Strictly a home institution for home folks. No branch offices or outside control.
NAYLOR FINANCE CO.
Serving San Diegans for 30 Years
1025 2nd-av Main 5550

AUTO LOANS
NEGOTIATED
Locally owned finance company
MONEY AVAILABLE IMMEDIATELY
Out of State Contracts Refinanced
R. A. BOYETT
Formerly ROBERTSON FINANCE CO.
1116 Union, cor C F. 4161

"ECONOMY" AUTO LOANS
A complete, personalized AUTO LOAN service is offered by the Security Trust & Savings Bank of San Diego. Main office, 5th Ave at E. Borrow on your car for any purpose. No co-signers. Contracts refinanced, etc. See SECURITY BANK first!

WE HAVE SATISFIED MANY
by arranging the right kind of Auto & Furniture Loans. We can also satisfy you.
PACIFIC AUTO FINANCE CO.
201 B-st. Phone Fr. 5611
Auto & Furniture Loans
400 B-st—MOTORBANK—M. 1603

AUTOS & FURNITURE
U. S. FINANCE CO., 103 W. B. Fran. 3442

Moving and Storage

Transfer and Storage—
Local and Long Distance Hauling
209 WEST E-ST C & R. F. 6466

REASONABLE priced moving and storage. Estimates given, Triangle Transfer, 9th and K-st.

LOCAL and long distance moving Storing and packing Van & Storage Co R 1146

Apartments—Furnished 21

ARISTA APTS.
$35 single, $45 double; nicely furnished, elec. refrig., maid service; close in; half block to car, 2 blocks to Expo entrance. 433 Nutmeg st. F. 2415.

FOUR rooms, newly furn., extra bed, dressing room, elec. refrigation. 128 Kalmia.

$25 UP—1, 5 beds, ice, gas, lights, radio; garage; great view. 3466 India. H. 9444.

3 ROOMS near Lindbergh Field. Two adults. Phone H. 6814-M.

Hotels 22

HOTEL CECIL, 636 C-st—100 rooms of solid comfort; fireproof; 2 lobbies; steam heat; 24-hr. elevator and room phone service; daily $1 up; weekly, $4 up.

THE OCEAN AT ITS DOOR—Rooms $1 up. WINDANSEA HOTEL, So. La Jolla, Cal.

Houses Furnished 26

AVAILABLE OCTOBER 22
Beautiful, modern 3-bedroom home; elec. refrig.; heat in all rooms; 2 garages; close to Franklin, Hoover and Wilson schools. Owner, 1625 W. Lewis.

$35, NICELY furnished 5-room modern home, corner lot; will take children. Will C. Everett, 3063 University. H. 6789.

$25, $28, $35, $40, up for rentals, apts., flats, and homes. Mrs. Uim's Real Estate office. 4220 Campus Ave., H. 2072.

LARGEST LIST
Desirable RENTALS. Auto service. Miss Shaw. Darnell-Harper. 1142 7th F 7671

FOR SALE or Rent, 3 bedroom stucco; newly furnished. 1302 25th-st. Call H. 8130. 1707 University-av.

$32 UP—New duplex, refrig., gas, lights, radio, garages, 3466 India. H. 9444.

CAREFULLY sel. rentals. Martha I Robinson, Granger Bldg., F. 1746 or H. 0638.

Houses Unfurnished 27

THREE-ROOM HOUSE in rear, for rent, $12 month. 2867 E-st.

HOUSE for rent reasonable. Apply at 3112 National-av. No. 12 car.

Rooms For Rent 28

FOR RENT, newly furnished bedroom, sun porch; outside entrance, lavatory, very cheerful, $20 for 2 gentlemen, or man and wife. Prefer business couple; board if desired. 3920 32nd-st. H. 2652.

$10.00 MO. Large front bedroom; nicely furnished. Man or man and wife. Garage, 3320 Herman Ave., H. 0143-J.

NICELY furnished bedroom, adjoining bath with shower; near car; reasonably priced. 2966 Maple. R. 6253.

$30—3 bedrooms; water, lights paid; ½ duplex; close in; adults. M. 1208.

$4 WK.—Use of kitchen, ice, garage; near new airplane shop. 3466 India. H. 9444.

$16 MONTH, large, well furnished, including all home privileges. F. 4384.

$3 WEEK—Clean, Sunny, furnished rooms; walking distance, phone free. 1028 22nd.

$2.50 AND $3.50 WEEKLY. Very close in. Airy and clean. 1307 7th-av.

Room and Board 29

FINE room, private bath in quiet home for one employed, breakfast only; reasonable; 6 minutes to city; ½ block car. Hill. 4895-J.

$29 MO. 3 boarders. Share large rm.; separate bed, good meals. 2749 2nd. M. 9382.

$35 MO., room adjoining bath, shower; parking; hot water. 3589 4th, at Brookes.

COMFORTABLE home for aged women. Reasonable. 4979 63rd-st. R. 3891.

Housekeeping Rooms 30

$18—TWO sunny rooms, ideal for winter; private entrance; everything furn. 1905 J.

$12-$15, lge., nice, clean rooms; every furnished, equipt. for housekeeping. 1641 10th-st.

Flats Furnished 31

$35—EXTRA 5 rooms, garage, 2120 E. Phone M. 0548 or B. 0292-W.

For Rent Misc. 33

APTS., houses, rooms, furn. or unfurn.; $20 to $50. Bradshaw with Wilson, 524 B-st. M. 5537.

Homes for Sale 35

"New American" Home
(General Electric)

This completely equipped home, located in the American Home tract opposite the La Mesa Golf club, near the La Mesa-Lemon Grove highway, will be open from

2-6 P.M. Daily and
From 11 A.M. to
6 P.M. Sunday

This home is a demonstration home and is for sale by PARK LUMBER & INVESTMENT CO. at La Mesa.

You may also get information from GEORGE T. BAUDER CO. 1127 Fourth Ave., San Diego.

For Quick, Accurate Title and Escrow Service
UNION
Title Insurance Co.
San Diego's Leading Title Co.
JOHN F. FORWARD JR., Pres.
Broadway at Second
COUNTY WIDE SERVICE
In "Union" There Is Strength!

3 BEDROOM, 2 TILE BATHS, ultra modern new Stucco Home. A real sacrifice at $4500; only ¼ cash down.

6 NICELY FURNISHED BUNGALOWS, with garages on 50x140 level lot, near stores, car line, etc. Nets over 12% on $9500, with only $2000 cash or modern clear house not over $3500 as part.

5-ROOM BUNGALOW near University and Park-blvd. $1750—$300 cash.

It means $$$ to you if you Will C. Everett, 3063 University-av. H. 6789.

CONSOLIDATED EMPLOYEE
WITH BIG FAMILY
4456 Maryland-st.—9 room, 2-story home. $3600, with $750 down. Capital Co., H. B. Yakel, 507 Bank of America Bldg. Main 0208.

4135 Normal
4-room house, lot faces Park-blvd and Normal. $3250.
H. B. Yakel, Capital Co.
507 Bank of America Bldg. Main 0208.

$800—6-ROOM unfurnished house, double garage, 56x137 lot, ½ block to car, paved street. Terms. See Martin with Tenney, 932 8th.

$1750 FURNISHED 5-room bungalow near University and Park-blvd. $300 cash. Will C. Everett, 3063 University. H. 6789.

$1400 MODERN Four-room house, very nice, double garage, near school. $250 down, balance as rent. Call 1021 So. 32nd-st.

5 ROOMS and bath; bearing trees; poultry house, clear; only $1000, $100 cash, $20 mo. 723 National-av. Nat'l City.

$1600—NICELY furn. 5-rm. bungalow; terms. Bradshaw (with Wilson) 524 B-st. M. 5537.

IF IT'S in East San Diego see J. C. Morris Realty Co., 3663 Fairmount. Rand. 3102.

REAL ESTATE BARGAINS

The demand for homes is increasing in all sections of San Diego. After all, real estate is the wisest and safest investment.

In these columns are offered unusual values that may be purchased on easy terms, like rent. See them tomorrow, or phone the dealers and they will call and take you out to see them.

Buy Your Home Now Before Prices Advance

Homes For Sale 35

2729 Boundary St. $5250

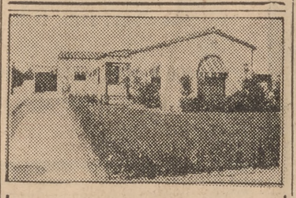
Stucco bungalow, living room, dining room, breakfast room, kitchen, service porch, 3 bedrooms, glassed-in sleeping porch, 2 baths, double garage; excellent condition; well located; no bonds; 6% financing.

Jos. W. Murphy Mortgage Co.
1215 Bank of America Bldg.
F-7381

3130 33rd St.

THIS FINE HOME located in an exceptionally fine neighborhood, on a lot 50x118; can be bought with small down payment, balance like rent. It has extra large and nice rooms, 5 in all, and is well constructed throughout, arranged so as to save the maximum steps and insure the greatest comfort. Finished throughout in southern gum. It has an extra large garage. This is one of the finest buys in San Diego. See

Noel H. Bridge & Co.
Bank of America Building
Phone Main 7101



Beautiful Exclusive

OWNER LEAVING

Offers this lovely 7 room Spanish Stucco, 3 large bedrooms, 2 tile baths exceptionally large living room; modern new heating plant; double garage, only $6400—terms to responsible purchaser.

ESSERY
—Realtors—
4141 El Cajon Ave. R-1114

NORTH PARK SACRIFICE
Beautiful Bungalow—east front—large lot, double garage, no bonds, 32nd between University & Upas. Three nice bedrooms, completely furnished, for $3750, term. Call Beck, with J. C. Hartley & Sons, 3009 University. H. 7622.

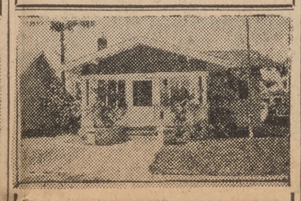
$1,750 NICELY FURNISHED
2 rooms and bath; garage; 50x125 level lot; excellent location near Hoover High School.
J. C. MORRIS REALTY CO.
3663 Fairmount Ave. Randolph 3106

Homes For Sale 35

4574 Marlborouh

Very modern Spanish Stucco. Corner lot, 50x116, facing N. & E.; double garage with paved drive. Finished in southern gum; tile bath & kitchen. No bonds; in Kensington Park; one block from city limits, therefore county taxes which are cheaper. Owner will show. Reasonable terms.

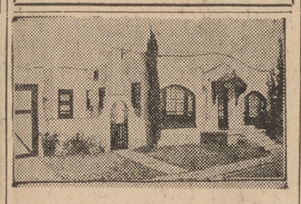
Noel H. Bridge Co.
Bank of America Bldg.
M-7101



$2750

This well constructed 6-room bungalow is located in Mission Hills on a quiet residential street. Paving and all street improvements are in and paid. The lot is level, soil excellent. There is a sun room, fireplace, oak floors, large bath and many extra built-in conveniences. One of California's finest grammar schools close by. Chain store, shopping center, and car line within two short blocks. 5-minutes drive to Consolidated Aircraft plant. No better value in Mission Hills.

Ira S. Irey Co.
Exclusive Agent
3609 California St., at 5 Points
Phone H-8562



North Park's Best Buy

$2950 for this beautiful 5-Room Stucco Home. It has tile bath and drain, hardwood floors, large studio windows, newly decorated. Front drive garage and enclosed rear yard. Close to car line. $600 down and $30 monthly.

B. B. Margolis
721 Bank of America Bldg.
F-5998

A REAL BUY
Financial losses force owner to offer her fine home at a tremendous sacrifice. Located in choicest part of city, within 4 blocks of Balboa Park. Well designed, splendidly built, 2-story stucco, 6 rooms, 4 bedrooms, corner lot, double garage. Cost owner $15,500 to build a few years ago. Offered today at $7750. Reasonable terms.
A. N. PRENTICE & CO.
2639 University Ave. H. 9140

NEW 3-bedroom brick home; swell bath; only $2750. 38 Monroe Hotel.

Homes for Sale 35

At $2750 With $500 Cash

This strictly modern Spanish bungalow has been priced to sell. It was built for a home with the finest materials & construction that was possible to be obtained. Excellent location, close to car & schools.

Beautiful Golden Oak floors; tile kitchen & bath; real fire place; 2 large corner bedrooms, & so arranged to give abundance of light & sunshine in every room.

Large lot to paved alley. Front drive & garage.

Baskerville, Realtor
3900 El Cajon R-1144

$2600—$300 DOWN
Close to Woodrow Wilson School
TWO bedroom stucco home, all reconditioned, level lot, front drive garage, paved street, $30 a month includes taxes, insurance, principal and interest.
$2500—$150 CASH
THREE bedroom stucco home, modern thruout, hardwood floors, fireplace, large level lot with front drive garage, two blocks from No. 7 car; balance $22 per mo.
R. E. CHENHALL
3092 University H. 9076

$1750. FURNISHED. Good roof, concrete foundation, oak floors, like new, paved street; near car, school and store, 3685 Mountain View-dr. R. 5143.

Lots For Sale 36

50x75 FT., alley corner, $500. Easy terms. A. L. Griffiths, H. 3432.

Business Property 37

FOR lots or acreage near South Bay Oil Well, call Clark, M-0685.

Income Property 38

OWNER needs cash. Sacrifice his 3 houses; lot 50x140. Price $2000. Terms. See Filippi, 2626 National-av.

Business Opportunities 39

Sweet Shop malted milk, ices ....$ 400
Shoe repairs, $1200 worth equipment 850
Variety store, fountain, lunches, Frig. 3000
Furniture, hardware store, 2nd hand 400
Wholesale business, novelties, sundr's 3000
Beauty salon, very busy, snap at .. 600
Malted milk, lunches, mod. liv. rms. 550
For rent, large tavern, seats 125, liquor. For rent, large equipped beauty parlor. Cafe, downtown, Rathskellar type.. 500
Dress shop, hi-class, exclusive 650
Beer, wine buffet, fine corner 1600
Apts., housekeeping rms, clearing $75 1000
Grocery (Allied Store) open front, snap 1500
BRADSHAW, with Wilson, 524 "B" St. M. 5537. Open Sunday.

GOING concession in San Diego's largest public market; lunches, malted milk, soft drinks, beer, wine; percentage lease; big business; illness; snap at $600. Bradshaw, with Wilson, 524 B-st. M. 5537.

$350 BUYS finest cafe in city doing $30 a day. Rent only $25. Couldn't be replaced for $1000. Owner must sacrifice at once. Will stand strictest investigation. See Bill Bailey, 738 E-st.

OWNER, gold mine, wants 2 miners or silent partners with $250 each. J. D. Moran, 1033 1st-av. M. 7430.

MUST sacrifice—Make an offer. First class dress shop; good location; rent $26 month.. 4678 University. R. 9493.

RETAIL cleaning and laundry plant, good location, fully equipped; priced to sell. Box V-6, Sun.

SODA fountain and sundries; living rooms; fine location; $300 cash. R. 9567. 4792 El Cajon.

HAVE good opening for competent Real Estate Man as agent or partner. Apply 8354 Lookout Ave., La Mesa. Phone 6662.

GROCERY, meats; well equipped; Frigidaire; living quarters; bargain. M. 3577.

CAMERA repair shop; cheap; going east. Kilsby, 423 C-st.

SEVERAL good oil leases, near producing fields. Mid-continent. Write K-2, Sun.

Mountain Property 41

CLOSING OUT 3500 acres of scenic beauty; Descanso to State Park; will divide; also 320 lots close in here; all clear; no Mattoons. Courtesy to brokers. Owner R. W Spargur, 4841 Art-st.

Ranches & Groves 42 (a)

LITTLE RANCHES, 100x200, 3, 4-room modern homes; paved blvd; bonds paid; cheap water; fruit and avocados; $1150, $2250, $2750. 2502 Euclid. R. 6604.

EXCEPTIONAL VALUE
A marvelous buy for you. An avocado ranch, with 126 fruit bearing trees. Will be beautiful home. F. 2363.

El Cajon 45

5 ACRES close in, 4-room modern, 400 chix equipt., free water, fruit, shade; $2800.00 terms. 17 acres highway business home; 4 rooms, orchard, fine spring; lots of water and shade, $3000; $500 cash. Ask for FORECLOSURES. Hover, care CUYAMACA STATE BANK.

National City 48

LIVE IN NATIONAL CITY
CONSOLIDATED EMPLOYEE
6 room frame house, only $2250 with $50 down. H. B. Yakel, Capital Co., 507 Bank of America Bldg. Main 0208.

Exchanges 49

VACANT property and $1500 cash buys long established delicatessen, cafe, staple packages foods, beer, wine; well equipped, attractive fixtures. Exceptional opportunity. Bradshaw, with Wilson, 524 B-st. M. 5537.

160 ACRES, north of Escondido; fine soil, springs; 35 acres cultivated; clear. Want San Diego home. Owner, F. 1512.

SALE OR TRADE
Malt-Sandwich Shop, fully equipped. Owner, 724 Bway.

NO MATTER what it is or where it is, we can trade it. Mason Realty. H. 0974.

Suburban Property 42

THE most beautiful and ideally situated furnished back country home in this vicinity to lease for six months. It is 5 rooms, well furnished and has a large double garage. All modern conveniences, hot water, gas, electricity, Frigidaire; 3400 ft. elevation; paved to door; climate gives relief to asthma and sinus sufferers. Box B-7, San Diego Sun.

SOME bantams in chicken ranches. H. C. Howell, 7001 El Cajon. R. 7269.

Wanted Real Estate 50

HAVE CASH waiting here to buy several houses showing good rental return on investment. Give full details.
R. L. S. DOGGETT CO., Realtors
1340 Sixth-av F. 6628

Miscellaneous For Sale 51

STOCK REDUCTION SALE
Million tools of all kinds at ridiculously low prices. Wrenches, pliers, files, screwdrivers, electric light sockets, whiz metal polish 5c ea. Hammers, hub caps, open-end and monkey wrenches 10c ea.; air compressors, elec. motors, drill presses, tool grinders, washing machines, wood working machines, all kinds. Army blankets, $1; cover-alls 50c; 10-gal. galvanized cans suitable for grain, garabe, etc., 50c. Special on paint, all colors 90c per gal. While it lasts. Come in and convince yourself.
Western Salvage Co.
648 Market-st.

USED BUILDING MATERIALS

Mission roof tile	2c ea.
French doors in pairs	$12.50
Beveled plate mirror doors	15.00
Medicine Cabinets	1.75
White cedar closets	25.00
Pedestal lavatories, com.	8.50
Corner lavatories, comp.	6.75
1 only, circle front cabinet	17.50

Well seasoned, good quality used lumber
WHITING MEAD CO.
14th and K-st.

SEWING MACHINES
ELECTRIC AND TREADLES.
RENTS $1.50 PER MONTH
REPAIRS AND PARTS FOR ALL MAKES
F. 5722 JACK KINGERY 1311 5TH

WHITE DISTILLATE
Especially refined for home heaters. Walter Church Service Station, 8th at University, and 9th and Market. Phone 7884.

PIPE — New & Reconditioned — PIPE Valves and fittings. Irrigation systems installed. See us last and save money. Acme Pipe Co., 777 W Market F 1615.

RESTAURANT and Beer Cafe supplies, Bars, Steamtables, Sinks, Stoves, Hot Plates, Glass and Dishware, etc. 50% off. STAR FIXTURE CO., 639 Mkt., M. 5423.

GAS ranges, $7.50 up. 1 yr. guarantee.
Standard Stove Works
4141 UNIVERSITY

WHY TAKE A CHANCE?
Get REAL BRAKES from a firm that specializes and guarantees—"LASCO." 1250 Union. WHEEL-O-METER. F. 5020.

SLIDE rules, boys' tricycles, garden tools, brushes, home shop machinery, platform scales; 4x6 rugs. Sterling Co., 534 Sixth.

PIPE and fittings, new and used, all sizes I-beams, shaftings, channel, plate and angle iron, at 14th and National ave Reliable Pipe & Supply House.

GAS RANGES, all reconditioned or brand new; every kind of stove, and priced to save you money at DAVIDSON'S Stove Headquarters, 6th & F-sts.

STANDARD grade house paint, good grade, white, cream, gray, $1.28 gal. Save 1-3 Buy paint at factory Benton Roof & Paint Co 2136 Kettner Blvd

Ye Olde Book Shoppe
1202 BROADWAY
CASH FOR BOOKS • CALL—M-3367 FOR BUYER

FERTILIZER—Come and get it. 10c a sack, screened, 20c. $2 a load unscreened—will deliver. Write 631 64th-st. Encanto.

RESTAURANT equipment, ranges, sinks, steam tables, ice cream cabinets, stools, counters, cheap. Noah's Ark, 531 Market.

ANY watch or clock repaired $1, furniture repairing, electric household appliances. Commission Sales, 400 W. F-st.

LUMBER and roofing for 10x18 garage delivered, $29. Southern Lumber Co. F. 7044.

12-FOOT sleek boat in good condition. Calif. Salvage Co., 2nd and Market.

DISTILLATE BARRELS, any size, for sale. Walter Church Service Stations. H. 7884.

WRECKING model A Fords for parts. Triangle, 2611 National, M7447.

KEROSENE—10c gallon at Walter Church Service Stations. Phone H. 7884.

FLORENCE and Super Flex oil stoves, 1936 Models. See Hammond, 3862 5th.

CARPETS, sold $2.75 per yd., now 50c yd. In A1 condition. Borevitz, 744 F-st.

WOOD, WOOD—Eucalyptus, split, $14 cord, delivered. Phone R-7104.

CLOTHES PRESs and boiler complete; will sacrifice. Noah's Ark, 531 Market.

LEAF MOULD and Fertilizer, 5 sacks $1, topsoil, decomposi'd granite. 4161 El Cajon

OFFICE DESKS, Swivel Chairs, Files, Typewriters. NOAH'S ARK, 531 Market.

WOOD—Buy now and save; Eucalyptus $14 cord. R. 1892 for delivery.

WE BUY what you don't need. Rummage House. 130 F-st. M. 0269.

WANTED—Late model cars for wrecking. Stoddarts, 1st and G-st. M. 1880.

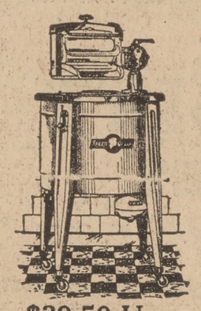
BEAUTIFUL BEGONIAS (all varieties) at Palmcroft Flower Gardens, 744 32nd.

TOP SOIL, best black loam; sand, rock, fill dirt, granite. LEON, H. 4936-J.

Airplanes For Sale 51a

NEW low wing Kinner, just relicensed, perfect condition, including complete course of instruction, $1750. Speer Flying Service, 3330 Barnett, B. 0567.

Household Goods For Sale 52



$39.50 Up
Speed Queen Thor, A.B.C., Horton
Used—$10 Up—Used
Maytag, Thor, Horton, etc.
Parts & Expert Repairing
Washing Machine Shop
2348 El Cajon-av Hill. 0750J

FALL CLEARANCE SALE
Fifteen
Models to Select From
FLOOR SAMPLES
DEMONSTRATORS
REPOSSESSIONS
KELVINATOR
CROSLEY
GILFILLAN
WESTINGHOUSE
Fully Guaranateed for One Year
OPEN SUNDAYS AND EVENINGS
U. S. GRANT
RADIO AND BATTERY CO.
Second and B Street F.2135

Modern & Antique Paintings
Fine Merchandise at Reasonable Prices
A rare old Penn. Dower chest dated 1786. My price makes it an outstanding value. Fine old antique Sheffield platter and 4 entree dishes of old French silver, about 1820. Georgian period silver spoons and antique Chinese & Japanese bronze & porcelains, very fine. Exceptional value.
Hugo's Antiques
1490 5th Ave.

EMPLOYEES—
See us for your Electrical Goods—Both New and Used
We Are Equipped to Handle All Electrical Repairing Household or Otherwise Guaranteed Work
APPLIANCE SERVICE SHOP
632 E St. M. 9561

REPOSSESSED
Kelvinator, electric refrigerator. Good as new; one-year full guarantee. A rare bargain.
FIRESTONE
AUTO SUPPLY & SERVICE STORE
ON BROADWAY, FRONT TO UNION.

Household Goods For Sale 52

Overstuffed set $10	Beds $1
Springs $1	Mattresses $3
Chairs 50c	Rockers 50c
Tables $1	Wallbed $7.50
Buffet $5	Desk $4.50
Refrigerators ...$2	Heaters $1
Bookcases $3	9x12 Rugs ..$3.50
High Oven Range $4.50	Sewing Machines ...$5

Rentals, $1.50 mo. Odd Walnut and Mahogany pieces cheap. We buy and exchange. 745 7th Ave. Franklin 1458.

Real Buys For Some One
Combination steel ice box and water cooler, revolving shelves; 100 lb. capacity .....$ 8.95
Apex washer, demonstrator, can't tell from new. A snap $39.95
All metal, 75-lb. front icer, built like electric refrigerator $29.95
Liberal Trades and Terms
SILVER TOWER SERVICE
So. West Corner State at A-st
Open til 9 P. M.

BEAUTIFUL hand carved, 10-piece dining room suite for Spanish home. Sell for less than half cost. R. 6664.

SEWING MACHINES rented, $1.50 per mo. Smith's Sewing Machine Agency. 1354 5th. F. 5652.

Paintings, Silverware, Antiques & Glass
HUGO'S ANTIQUES, 1409 FIFTH-AV.

SINGLE $16, double $21, ivory bed rm. sets; range $6, rug $8, day bed $8. 3636 30th.

25 USED Sewing Machines $3.95 up. Smith Sewing Machine Agency. 1354 5th. F. 5652.

BARGAINS in studio couch, bedroom set, tables, etc. Advance Van, 4048 University.

28 CHEVROLET Coach body; 28, 29 Ford "A" Coupe bodies; good. 554 8th. M. 1804

BEST in used stoves at best prices. Day & Nite Stove Works, 3026 Upas.

5 ROOMS of new furniture; cash or terms. H. 4185-W.

Radios—Service—Supplies 54

CLEARANCE SALE
REPOSSESSIONS & USED

Packard Bell Console	$19.50
7-Tube Super Kolster	19.50
8-Tube Super Gilfillan Console	19.50
9-Tube G. E. De Luxe Console	59.50
Auto Radio (new)	19.50
7-Tube All-wave Tiffany Tone	39.50

Liberal Trades & Terms
SILVER TOWER SERVICE
So. West Corner State at A-st
Open till 9 P. M.

AUTO RADIOS
Brand New Latest Model
1935 ZENITH
Regular price, $42.95.
OUR SPECIAL $29.95
A Limited Number.
S. D. ELECTRIC,
916 Union at E.

RADIO REPAIRING
Sets loaned while yours is in repair. Experts; reasonable.
OPEN EVENINGS AND SUNDAY
U. S. GRANT RADIO & BATTERY CO.
1166 Second-av at B-st. F. 2135.

AUTO RADIO REPAIR and Testing Service. Finest equipment. Just drive in at FIRESTONE Auto Supply & Service Store. On Broadway, Front to Union.

SALES AND SERVICE
Philco, Atwater Kent, Zenith. The Radio Shop, 1014 Broadway. M. 5542.

FREE for week; Tubes checked in your home. A-B Appliance Co. Hill. 4541.

RADIOS, $5 up Rentals. Repairs. Buy and Sell. Haaring, 1018 Univ. H. 8891

USED car radios $7.50 up; guar. Service all makes. Hampson Bros., 927 C-st.

R.C.A. table model, 7 tubes. A bargain only $7. 3586 Fairmount.

Poultry For Sale 55

FRYERS, roasters, hens, bantams, rabbits, & all kinds of poultry. Gray's Poultry House. Ntl. City Dyke. M.9417 or Ntl.535.

Livestock 56

WANTED—AT SAN DIEGO ZOO, OLD WORN OUT HORSES. MAIN 3471.

DR. F. G. WARD, 630 Tenth-av. Telephone M. 7286.

Dogs, Cats, Pets 57

LOVELY TOY PEKINGESE PUPPIES, pedigreed, reasonable, 3642 35th. R-8220.

DOGS CLIPPED and BOARDED
Ward's Dog & Cat Hospital, 630 10th-av.

REGISTERED toy Boston female, good pet, reasonable. 3637 36th. R. 2995.

I PAY cash for puppies, mixed or thoroughbreds. 6

"NO BALONEY" SAYS J. WARREN PATRICK

WHEN I SAY SALE—I—MEAN—SALE. I have over 110 cars on hand now and must dispose of 50 of them immediately One glance at these prices will convince you. I MEAN BUSINESS. And there is no catch to it. Every car over $200 carries our usual green seal guarantee. Come in and see if I am kidding.

35 Ford Cabriolet, special paint job, upholstery, wheels, top; also booster brakes $745

35 Ford Tudor, really perfect. Don't let this low price scare you $565

'35 Ford Touring Sedan, beautiful car $725
'35 Pontiac Coach, floating power 725
'35 Buick Coupe, like new 725
'35 Plymouth de luxe Sedan 695
'35 Ford Sedan, A-1 throughout 645
'35 Chevrolet de luxe Coach 625
'35 Plymouth Coach 625
'34 Dodge 6 de luxe Sport Coupe, 6 wire wheels 625
'34 Dodge 6 Coupe 545
'34 Plymouth Coach (de luxe) 525
'33 Dodge 6 Sedan, 6 wire wheels. See this 545

DROP IN—WE HAVE OVER 100 CARS!

'34 Ford Sedan, immaculate 495
'33 Ford Sedan 435
'34 Ford Tudor 465
'32 Ford de luxe Sedan, '35 motor, 6 wire wheels, new finish. You canlt beat this at 395
'33 Chevrolet Town Sedan 445
'33 Plymouth de luxe Coach 445
'32 Ford Cabriolet. See this beautiful car 395
'32 Ford de luxe Sport Roadster 365
'31 Auburn Sport Sedan, A-1 395
'31 Dodge Sedan 325
'32 Ford V-8 Coach, new motor 365
'33 Plymouth Coupe. Swell buy 395
'32 Chevrolet Coach, '35 wheels 345
'32 Ford V-8 Coupe. Special wheels 375
'32 Plymouth Sport Roadster 325
'31 Oldsmobile Convertible Roadster 295
'31 De Soto Coupe 295
'31 Graham 6 Sport Coupe 295
'28 Ford Roadster 95

32 Ford B Coupe, really good. Why buy a '31 when you can get this for $325

31 Ford De Luxe Sedan. Really good $295

J. WARREN PATRICK
1290—1440 UNIVERSITY AVE.
HILLCREST 3424

FLASH!!

WE'RE UNLOADING!
NOTE: Every used car must be sold regardless of our loss.

34 Ford Tudor $545
29 Chevrolet Sedan, as is 145
29 Plymouth Coupe 145
30 Whippet roadster, sport 95
29 Essex sedan 95
27 Buick coach, light six 125
29 Chevrolet roadster 125
29 Nash coupe 165
29 Chevrolet coach 165
29 Ford Tudor 165
30 Ford sport coupe 225
32 Willys-Knight sed.; needs paint 265
31 Chevrolet Coach; needs paint .. 265
32 Essex 4-door sedan 295
30 Chevrolet sedan 295
31 Chevrolet coupe 325
32 Ford V-8 roadster 345
33 Willys 6 sport roadster 365
32 Chevrolet coach 395
32 Chevrolet coupe 395
34 Chevrolet coach 545
33 Plymouth coupe, de luxe 495
31 Buick little 8 sedan 445
34 Chevrolet sport sedan, trunk ... 595
33 Chevrolet coach 465
27 Chevrolet coach 45
32 Ford V-8 de luxe sedan 425

City Chevrolet Co.
1040 UNION 700 UNIVERSITY

Willett & Fales
1130 C St.

"TRAVEL A MILE AND SAVE A PILE"

'35 Oldsmobile Sedan; 1300 miles $995
'34 Dodge Sport Coupe 575
'34 Ford De Luxe Coupe 495
'35 Plymouth 2-door De Luxe Sedan 695
'35 Ford 2-door De Luxe Sedan 625
'32 Plymouth De Luxe Coupe 375
'32 Chevrolet 2-door Sedan 345
'29 Chevrolet Sedan; perfect 195
'28 Chevrolet Cabriolet 130
'29 Ford Coupe; good 145

1130 C ST.
M-4815

PACKARD

1930 Buick 61 Sedan, perfect, ... 350
1929 Buick Standard Sedan 245
1931 Nash Ambassador Sedan 295
1932 Plymouth 4 Spt. Roadster 365
1930 De Soto Coupe 195
1930 Oakland Coupe, 21,000 mi. .. 275
1929 Studebaker 8 President Sed.. 295
1932 Chrysler Coupe, air wheels ... 545
1927 Willys-Knight Sed. 3 ex. tires 125
1930 Chrysler 66 Sedan 345
930 Studebaker Commander Cpe. $785
1931 Nash Ambassador Sed., 6 w. w. 450
1933 Graham "8" Sedan 575
1933 Buick 57 Sedan 695
1931 Ford Coupe 285
1931 Packard Custom 7 Sedan 795

L. E. DRESBACK, INC.
Kettner and Ash F. 6127

1929 FORD panel delivery, rear tires new. $65 down. Excellent condition. Mission Auto Market 1101 Union

1935 PLYMOUTH coupe, radio equipped. Only 10,000 miles, $185 down. Mission Auto Market 1101 Union

BUICK roadster, very good condition, good tires, $65. 843 1st-av.

Household Goods For Sale 52

250 M FEET
NEW AND USED BUILDING MATERIAL
$20 and up. Midway Trading Post
6135 El Cajon R. 9575

WALNUT Dining Table, 6 chairs, buffet, $30; 2-piece mohair Davenport, bed and silk floss mattress, $35; dressers, $5; twin walnut beds, large dressers and chiffonier, $50. I. Rubin, manager, 1255 4th-st.

$40 or more trade-in allowance on your old washing machine, on a new Watermatic Washer.
SAN DIEGO AUTO ELECTRIC
916 Union at C St.

ELECTRIC REFRIGERATION
Home boxes, all sizes, $47.50 up. Distributor new Supercold display cases. NOAH'S ARK, 531 Market

KING-TUT CHAIR $7.50; solid black walnut cupboard, $12.50; selection of books. Thomas Furn. Exch., 3060 Univ. H. 1919.

FURNITURE, rugs, dishes, ranges, radios, etc.; contents of a dozen homes. Bargains. Triangle Warehouse, 9th and K.

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NASH Distributor LAFAYETTE

$275 31 Chevrolet Sport Roadster
$275 Lincoln Lebaron Sedan.
$295 29 Nash Standard Sedan.
$250 29 Nash Special Six Roadster.
$295 30 Nash Victoria Sedan.
$395 31 De Soto Sedan, good.
$150 28 Buick Brougham Sedan.
$395 32 Chevrolet De Luxe Coach.
$485 32 Hudson 8 Sedan, a value.
$525 33 Plymouth De Luxe Sedan.
$595 33 Pontiac De Luxe Sedan, swell.
$395 34 Willys 77 Sedan, like new.
$595 34 Ford V-8 Sedan (radio).
$595 34 Plymouth De Luxe Coupe.
$285 32 Willys Knight Sedan.
$225 29 De Soto Sedan, excellent.
$325 31 Chevrolet Coupe, perfect.

Front & B Sts.
MAIN 0113

FINAL CLEARANCE
Every Car Reduced To Make Room For New Trade-ins On

PLYMOUTHS — DE SOTOS

	Was	Special
31 Hudson coach, 6 w. w..	$395	$345
30 Buick 6 sedan	395	365
34 De Soto Airflow sedan ..	995	945
28 Chrysler sedan	165	145
32 Ford V-8 Coupe	395	365
32 De Soto 2-door sedan ...	445	395
34 Willys 77 sedan	395	325
32 Model B Ford Coupe	395	365
34 Ford V-8 de luxe Tud. ..	585	560
28 Buick sedan	225	195
32 Chrysler Royal sedan ...	485	445
33 Plymouth P. D. sedan..	575	545
31 Ford Victoria Coupe....	325	295
31 Buick 67 sedan	545	465
33 De Soto sedan	645	595

Every effort will be made to arrange special terms to suit your convenience.
Trade your present car in on the down payment.
Many Other Makes and Models.

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SPECIALS

1931 Chevrolet Coupe 295
1928-29-30 Model A's, all body styles
1928 4-cyl. Chrysler Sedan .. 115
1928 Ford Business Coupe 115
1929 Ford Tudor 175
1928 Chevrolet Spt. Coupe, nice 125
1927 Chrysler Sedan 62..... 115
1929 Chevrolet Sedan 165
1926 Dodge Panel Delivery..... 85
1929 Ford Panel, fair 125
1928 Whippet 6 Sedan 85
Stutz Vertical 8 Roadster 85
1929 Ford Sport Coupe 145
1932 Ford Four Pickup 365
Federal Knight Panel 50

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1935 PONTIAC 6
Four-Door Touring Sedan
A CAR LIKE NEW IN EVERY RESPECT —EQUIPPED WITH NEW GENERAL SILENT TREAD TIRES, SPOTLESS UPHOLSTERING AND GETTYSBURG BLUE FINISH. A NEW CAR VALUE AT A USED CAR PRICE. LIBERAL TRADE-IN ALLOWANCE AND G.M.A.C. TERMS, IF DESIRED

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HAROLD S. WIER
BROADWAY AT 13TH
AUTHORIZED PONTIAC DEALERS

BEST VALUES IN BETTER USED CARS

NOW!
1936 PRICES

ON ALL OF THE SPLENDID USED CARS THAT HAVE BEEN TRADED IN ON NEW 1936 BUICKS DURING THE PAST TWO WEEKS.

Every Car Has Gone Through Our Reconditioning Dept. and is Ready

33 Buick 67 Sedan, looks new, spotless inside; 6 w. w., new tires; very special. $685
32 Buick Coupe; 2 tone finish, tires like new; mechanically fine. Try it. $495
34 Ford V-8 Tudor. Finished in tan; upholstery like new; tires like new. A rare value. $495
34 Buick 61 Sedan, radio; cost $2200 new; built in trunk, 6 wheels; very clean. $1285
32 Cadillac V-12 Sedan; 6 w. w.; tan with black fenders; spotless inside. Tires like new. $945
31 Buick 57 Sedan, finished in tan; interior clean; trunk tires like new. Special. $445
30 Buick 6-64 Sport Coupe. very clean in every respect; tires & paint like new. $345
33 Plymouth Coupe, 6 w. w. finished in dark blue; good tires; upholstery spotless. $485
31 Willys-Knight Sedan, paint, tires like new; mechanically O.K. Gord & try it. $385
33 Nash Advanced 8 Sedan, dark blue finish, good tires trunk rack, clean inside. $585
32 Buick 57-S De Luxe Sedan, 6 w. w., new tires, trunk rack, motor reconditioned. $485
29 Buick Sedan, new tires, dark green finish. Seat covers, new tires. Special. $265
29 Packard Coupe, 6 wheels good tires & paint. Motor in excellent shape. $285
30 Nash 5-pass. Coupe, dark green; black fenders. Upholstery good, tires exc't. $285
27 Studebaker Sedan, in excellent condition. Plenty of good transportation left. $150

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BUICK—DISTRIBUTOR—PONTIAC
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1070 State at C
Main 2188 — Open Evenings and Sundays

THEY ARE HERE

The Best Used Car Values It Has Been Our Pleasure To Offer

Check Quality Check Prices

1933 Plymouth P. D. 2-door Sedan $545
1935 Dodge Touring Sedan $895
1934 Chevrolet Sport Coupe..... $575
1933 Plymouth P. C. Coupe $500
1930 Buick 4-door Sedan $345
1931 Willys Knight Sedan $295
1929 Dodge Sedan $225
1934 Chrysler Sedan $725
1932 Plymouth P. D. Coupe..... $425
1931 Chrysler Sedan $425
1929 Dodge D. A. Sedan $295
1929 Lincoln Sedan $295
1929 Ford Tudor $195
1934 Dodge D. R. Coupe $675
1933 Dodge D. P. Coupe..... $575
1933 Dodge D. P. Sedan $595
1931 Ford Tudor $295
1931 Dodge D. H. Sedan, trunk $445
1932 De Vaux Sedan $325
1929 Hudson Sedan $245
1932 Oldsmobile Sedan $465
1933 Willys 77 Sedan $345
1929 De Soto 6 Sedan $275
1930 Chevrolet Coach $275

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DODGE & PLYMOUTH DISTRIBUTOR
555 West Broadway
OPEN EVENINGS & SUNDAYS

Good Used Cars

29 FRANKLIN Sedan, 6 w. w. .... $ 385
29 CADILLAC 7-pass. Sedan, radio. 435
29 STUDEBAKER Com. Regal Sedan 285
30 BUICK Sedan 385
32 GRAHAM Blue Streak Sedan 535
31 CADILLAC 12 2-Coupe, 6 w. w... 875
31 CADILLAC 12 Convertible Coupe, 6 w. w. 875
31 CADILLAC 8 Conv. Coupe, 6 w. w 695
31 CADILLAC 8 Convertible Coupe. 635
28 LA SALLE Conv. Coupe, 6 w. w.. 265
31 PACKARD 8 Conv. Coupe, 6 w. w. 635
30 CHRYSLER 6 Business Coupe .. 275
32 STUDEBAKER 6 Coupe 2-4 445

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USED CAR LOT
1129 FRONT
MAIN STORE
FIRST & A
PHONE M-5186

Campbell Chevrolet Co.

34 Chevrolet Master Coupe $525
34 Chevrolet Master Coach 585
33 Chevrolet Master Sedan 525
33 Dodge 6 Coupe 495
32 Ford V-8 De Luxe Tudor 395
30 Chrysler 77 Sport Roadster ... 325
31 Chevrolet Special Sedan 395
32 Mod. Hupmobile De Luxe Sedan.. 495
32 Chevrolet Coupe 395
31 Chevrolet Sport Coupe 345
28 Chevrolet Coach 165
28 Pontiac Coach 135
30 Chevrolet Coach, wire wheels ... 295
29 Chevrolet Coupe 225
29 Chevrolet Roadster 195
27 Chevrolet Roadster 65

16th & Broadway
4144 University

COUPES

32 Chevrolet, like new $395
32 Ford V-8, air wh., motor rebored, new pistons $395
33 Chevrolet, new tires, new battery, radio $495
33 Ford V-8, like new $495
35 Ford V-8, little mileage, white sidewall tires $645

Harry M. Dort
2nd at C St. "Since 1918"

'29 Viking De Luxe Sedan $295
'31 Ford De Luxe Roadster $225
BOB DAVIDSON, 600 W. Broadway. Franklin 6073

1932 LA SALLE sport sedan, 6 w.w., trunk. All new tires, 14,000 actual miles. Original paint, like new. $200 down. Mission Auto Market 1101 Union

$15 TO $30 down, balance easy; good, cheap transportation. See CAMPBELL last for bargains. 1237 University-av.

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1929 PLYMOUTH sedan, like new. $20 down, many others, 1119 State-st.

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10 Years at 16th & C
Reconditioned Cars
Terms To Suit You

34 Ford Coach, like new $525
33 Willys 77 Sedan, very good 345
32 Studebaker Commander Sedn. A-1 495
32 Chevrolet Sport Sedan, A-1 425
31 Chrysler C M Sedan, 6 wheels 395
31 Ford Sport Coupe 275
30 Ford Coupe, a dandy 245
30 Oakland Sport roadster, classy ... 245
30 Chevrolet Sport Roadster 210
30 Ford Touring, French top 195
30 Willys Sedan 225
29 Chevrolet Coupe, a dandy 225
29 Chevrolet Coach 195
29 Buick Coupe, $250; 29 Roadster... 210
29 Ford Coupe, new block 185
28 Chrysler 72 Sedan, very good 210
28 Chevrolet Coupe, new paint 135
28 Buick Coach, $145; Pontiac Sedan 125
27 Buick Roadster, new tires 125
28 Ford Coupe, runs fine 135
28 Dodge Brougham 150
10 other cars, $25 to $75
WE CARRY YOUR CONTRACT
Come and See Us

Billy Edwards
Says
We Have The Bargains

35 Chrysler Sedan $900
35 Plymouth Touring Sedan 725
35 Ford Sedan 675
35 Ford Tudor Sedan 625
34 Ford Tudor, radio 525
34 Chevrolet Coupe, nice 545
33 Plymouth P. D. Sedan 500
33 Chevrolet Sedan 475
33 Buick 57, 6 w. w. Sedan, was stored 15 months; clean 695
32 Chevrolet Special Sedan 395
32 Chevrolet Coupe, overhauled 365
30 Chevrolet Special Sedan 295
31 Chevrolet Special Coupe 325
29 Dodge D. A. Sedan, clean 245
32 Plymouth Sport Coupe 325

10 Cars From $25 to $95
BROADWAY AT 15TH
Phone Franklin 3737

CASEY

29 Ford Standard Coupe $175
30 Ford chassis, keen motor 115
30 Ford Standard, tudor sedan..... 245
32 Ford V-8 Victoria, very clean.... 395
31 Oldsmobile 6 Sedan 325
32 Buick 6 Sedan 475
See Conlry at
4th and Beech

C.C.C ACROSS FROM THE DEPOT C.C.C

29 Chevrolet Sedan $195
28 Packard Sedan 325
29 Chevrolet Roadster $195
28 Chevrolet Coach 165
32 Hupmobile Sedan 495
WRITTEN GUARANTEE
Broadway at Kettner

'34 MASTER Sport Chevrolet sedan, trunk and 6 w.w. $185 down. Mission Auto Market 1101 Union

LOOK—31 Nash Sport Coupe, 6 w.w., $265. Terms. Vail, 1326 Broadway. M. 7762.

29 CHEVROLET Roadster, $35, $15 down; exceptional. 1119 State-st.

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Until 1936 To Purchase a New Car
BUY NOW
The Prices on All Our Available
500 CARS
Have Already Been Adjusted
SAVE
30% to 70% below first cost
65,000
Satisfied Customers Have Taken Advantage of Our
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Certified 90 Day Guarantee — 3 Day Trial Privilege

1935 Chevrolet Master Sedan
1935 Ford Deluxe Sedan
1935 Ford Deluxe Tudor
1935 Ford Deluxe Coupe
1935 Oldsmobile Town Sedan
1935 Plymouth Deluxe Sedan
1935 Plymouth Deluxe Coupe
1935 Pontiac 6 Town Sedan
1935 Dodge Deluxe Sedan
1935 Chrysler Airstream Sedan

1930 Roosevelt Sedan $145
1930 Ford Sport Roadster 195
1930 Chevrolet Coupe 225
1929 Olds. Sport 6 w. w. Coupe.... 275
1930 Chevrolet Club Sedan, trunk 325
1932 Plymouth Sport Coupe 375
1932 Chevrolet D. L. 6 w.w. Sedan 425
1931 Chrysler Spt. 6 w. w. Coupe.. 465
1934 Chevrolet Coach 475
1933 Ford 4-door Sedan 495
1933 Dodge Coupe 525
1934 Ford De Luxe Tudor 525
1933 Plymouth P. D. Sedan 545
1933 Pontiac D. L., 6 w. w. Sedan.. 575
1929 Chevrolet Roadster 190
1929 Ford 4-door Sedan 195
1930 Ford Sport Coupe 245
1931 Ford 4-door Sedan 295
1930 Chevrolet De Luxe 6 w.w. Sed. 325
1932 Ford V-8 Sport Coupe..... 395
1932 Plymouth Spt. Coupe, air wh. 445
1933 Ford V-8 Tudor 465
1933 Plymouth Coupe 495
1933 Chev. De Luxe 6 w. w. Sedan 525
1934 Ford Coupe 525
1934 Chevrolet Master Coupe 545
1933 Studebaker Sedan 545
1934 Pontiac Touring Sedan..... 635

AND MANY OTHERS $50 AND UP

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With
KELLEY KAR CO.
Est. 20 Years
We carry all contracts as long as 24 months
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32 Buick "57" 6 w.w. Sedan.....$495
30 Buick Sedan 325
28 Buick Std. "6" Spt. Coupe..... 95

—CHEVROLETS—
32 Chevrolet Special Sedan.....$395
32 Chevrolet DeLuxe Sedan, 6 w.w. 395
32 Chevrolet DeLuxe Coach 365
31 Chevrolet Special Sedan, 6 w.w. 350
31 Chevrolet 5 pas. Coupe, 6 w.w. 325
30 Chevrolet Coupes ....$260 and 195

—FORDS—
34 Ford DeLuxe Coupe, less than 10,000 miles $535
34 Ford Sedan, extra nice 535
32 Ford V-8 Tudor 365
32 Ford "B" Tudor 350
32 Ford "B" Sport Coupe 350
31 Ford Coupe 295
31 Ford Victoria Coupe 275
30 Ford Standard Coupe 250

—PLYMOUTHS—
33 Plymouth "P.C." Sedan $495
32 Plymouth Sedan—overhauled .. 375
32 Plymouth Coupe 345
30 Plymouth Sedan 195

—OTHERS—
34 Chrysler Airflow 6 pas. Sedan..$895
30 Chrysler Business Coupe 295
27 Cadillac Sedan 125
33 Dodge Sedan 525
27 Dodge Coupe 60
30 De Soto Sedan 275
29 Durant Coupe 95
29 Essex Coach 95
31 La Salle 6 w.w. Sedan..... 495
28 Oakland "6" Sport Coupe with 6 w.w.—very nice 125
32 Rockne Regal Sedan 395
29 Whippet Roadster, like new.... 145
32 Willys-Knight Spt. Coupe 325
——Several Cheap Cars, $50 and up——

—TRUCKS—
30 Chevrolet pickup $150
31 Ford pickup 225
30 Ford Panel Delivery, deluxe.... 225
29 Dodge Graham, 1½-ton—will sell for $225 or trade for pleasure car—even assume—or receive difference.
We have a fully equipped shop to overhaul, recondition and paint our cars—also for YOUR SERVICE.

—Investigate—Ask Those Who Bot of Me—
—I CARRY YOUR CONTRACT—
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1300 BROADWAY — 3501 UNIVERSITY

SAVE AT STALMERS
WE WANT YOUR BUSINESS

1934 Oldsmobile 8 4-door Sedan $725
1934 Dodge 6 De Luxe Sedan 675
1934 Chevrolet Master Coach 475
1933 Chrysler Sport Coupe, 6 w. w. .. 595
1932 Studebaker Sedan, 6 wheels.... 475
1932 Ford V-8 Coupe, a value 365
1932 Plymouth Sport Coupe 395
1932 Plymouth 4-door Sedan 385
1932 Chevrolet Conv. Sedan 345
1931 Ford De Luxe Roadster 195
1930 (Late) Ford Coupe (special)... 385
1931 Dodge 6 Sedan, 6 w. w. 395
1931 Chrysler 8 D. L. Sedan..... 395
1931 Chrysler C. M. 6 Sedan 325
1932 Buick 6 Sport Sedan 525
1931 Ford De Luxe Coupe 295
1930 Studebaker 8 Sedan 295
1930 (Late) Ford 4-door Sedan 275
1929 Chrysler 6 Sedan, 6 w. w. 245
1929 Buick Light 6 Sedan 195
1929 Chevrolet Coach, very good ... 175
1926 Buick Light 6 Roadster 65

REG STALMER
SIXTH AND UNIVERSITY

RED HOT SPECIALS

Your Studebaker Dealer Offers:
1931 Buick 66-S Coupe, 6 w. w. $445
1935 De Soto De Luxe Coupe 845
1933 Rockne 65 Sedan, 6 w. w. 545
1935 Studebaker Commander Sedan 1150
1931 Hudson De Luxe Sedan 395
1931 Studebaker Dictator 8 Sedan.. 445
1931 Studebaker Dictator Regal Cpe. 445
1929 Dodge D. A. Sedan 295
1929 Willys-Knight 70-B Sedan 295
1928 Erskine Sedan 195
1929 Ford Sport Coupe 195
1929 De Soto De Luxe Coupe 295

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Some as low as $25.

J. R. Townsend Co.
State at B F. 1287

OWN a brand new Willys 77. Up to 30 miles per gallon, 70 miles per hour. For as little as $149 down, payments $5 per week. No finance company to deal with. You buy here and pay here. Davies Motors, Inc., San Diego's oldest automobile firm. 1423-33 Broadway M. 3191

1935 FORD Touring SEDAN. LIKE NEW. $185 down. Mission Auto Market 1101 Union

1934 CHEVROLET coach. Master 6. $145 down. Mission Auto Market, 1101 Union.

Guaranteed USED CARS

29 Ford Sport Coupe (late) $165
29 Chevrolet Sedan 175
31 Ford Sedan 295
29 Packard Club Sedan, side mts... 295
30 Ford Sport Roadster, overhauled 185
31 Oakland Sport Coupe 225
29 Studebaker President "8" Sedan 185
25 Other Cars, $15 up.

E-Z TERMS
CLAY YOUNG
918 University H. 3830

Chas. B. Smith's
Used Car Lot
WHERE YOU GET THE BEST TERMS IN TOWN.

1931 Austin; 1928 Packard "3" Sedan; 1927 Lincoln 7-Passenger Sedan; 20 Other Low Priced Cars.

1240 University H. 5913-M

LAWRENCE NEUNER
1930 Chevrolet Sport Coupe $265
1930 Ford Sedan 265
1930 Ford Sport Roadster 195
428 West C-st

WILL sacrifice 1933 Buick 57 Sedan, 6 w.w., $585, terms. Vail, 1326 Bdway. M. 7762.

29 FORD Sport Roadster, 19-in. wheels, $15 down. $125 full price. 1119 State-st.

DAVIES MOTORS'
Astounding Values
IN USED CARS

Come With the Crowds To THE BRIGHT SPOT

Where Prices and Terms Have Been Made to Fit YOUR Budget

A FEAST OF SUPER VALUES

1935 Pontiac 6 De Luxe Coupe. Immaculate. Priced to sell today $725
1934 Ford V-8 De Luxe Coupe, rumble seat, original finish. Drive this one and you'll buy ... $525
1934 Ford V-8 Tudor. Another outstanding buy for 3 days only $499
1934 Chevrolet Master Coupe $525
1933 Willys 77 Sedan $365
1935 Dodge De Luxe Sedan, with Radio $825
1933 De Soto Sedan, original finish, very clean thruout $595
1935 Chevrolet Master 2-door Sedan, only 1895 miles. California car and of course it is just like brand new. See it and save. $685
1934 Plymouth De Luxe Coach. An exceptionally well cared for automobile at an exceptionally low price. Seeing is believing. See it today $525
1935 Registered Graham 6 Sedan $595
1934 Chevrolet Master Sedan $565
1934 Buick Sedan, model 57. Six wire wheels, metal tire covers, a beautiful black finish. Tires, upholstering just like new. A marvelous car at a great saving to you. Only $865
1933 Dodge Sedan, 6 wire wheels $565
1935 Dodge 6 Coupe, Radio $725

SEE THESE AND 125 MORE

1935 Packard Club Sedan, 6000 miles, radio, side wall de luxe tires $1295
1935 Chevrolet Sedan $795
1935 Plymouth Sedan, built in trunk $775
1935 Plymouth De Luxe 2-door Sedan with built-in trunk.. $695
1934 Oldsmobile Sedan 6 ..... $695
1933 De Soto 6 DeLuxe Sedan $595
1932 Ford V-8 Tudor $375
1929 Ford Roadster $165
1928 Ford Sport Coupe $145
1929 Chevrolet Coach $199
1930 Willys 6 Sport Coupe $199
1930 Willys 6 Sedan $199
1929 Willys 70-B Coupe $199
1931 Willys 6 Sedan, radio $275
1930 Ford Coupe $245
1931 Chevrolet Roadster $299
1931 Ford Coupe $275
1935 Ford V-8 Tudor, special equipment $625
1935 Ford V-8 Sedan $625
1935 Pontiac 6 De Luxe Sedan $795
1933 Plymouth Sedan $525
1934 Pontiac 8 De Luxe Sedan $695

YOUR CHOICE
of 5 1935 Willys 77 Sedans, all colors of finish; $100.00 down, 24 months on the balance.

1931 Willys 6 Sport Roadster, 6 w.w..... $245
1928 Chevrolet Coach $165
1927 Chrysler 70 Sedan $175
1928 Willys-Knight Sedan $135
1929 Ford Coach $145
1929 Chevrolet Sedan $199
1930 Chevrolet Coupe R. S. $265
1931 Chrysler 8 Sedan $365
1928 Chevrolet Sedan $135
1931 Chevrolet Coach $365

5 DAYS FREE TRIAL WITH EXCHANGE PRIVILEGE ON ANY USED CAR
30 DAYS' WRITTEN GUARANTEE WITH CARS $100 AND UP
E-Z PLAN. WE HAVE OUR OWN FINANCE PLAN AND CARRY YOUR CONTRACT OURSELVES

Davies Motors, Inc.
WILLYS DISTRIBUTORS
1423-1457 Broadway
Open Evenings and Sunday

1936 USED CAR PRICES

We have to have room on our lot for trade-ins on new 1936 cars.
WE HAVE DRASTICALLY REDUCED ALL USED CAR PRICES.
SEE OURS BEFORE YOU BUY ANY CAR

32 Packard 8 Sedan $895
30 Reo De Luxe Sedan 345
28 Chevrolet Coupe 135
30 De Soto Coupe, 6 w. w. 295
34 Chrysler Airflow 1095
33 Plymouth de luxe Sedan, clean 545
33 Chrysler Royal 8 Sedan, 6 w.w. 695
31 Ford 4-dr. Sedan, s. m. & tr.rk. 325
34 Plymouth De Luxe Sedan 675
32 Plymouth De Luxe Coupe, rumble seat $395
28 Chrysler 72 Sedan 225
28 Packard Town Sedan, 6 w. w. 265
31 Ford De Luxe Tudor Sedan ... 285
31 De Soto Sport Roadster..... 245
34 Chrysler 6 Brougham 695
34 Chevrolet De Luxe Sed., radio 625
31 Buick 57 Sedan, special, 6 w.w. 395
32 Plymouth 4-door Sedan 395
32 Chrysler DeL. Sed., 6 w.w., tr. 495
34 De Soto Airflow Sedan 845

MARK HANNA
India at C St.
Chrysler - Distributor - Plymouth
Open Evenings and Sundays

Smith & Haight
OLDSMOBILE DEALER

34 FORD De Luxe Tudor $545
30 FORD Fordor Sedan $250
34 CHEVROLET Master Sedan $585
29 STUDEBAKER Sedan $245
30 WILLYS 6 Sedan $250
31 Nash "8" Sedan $250
28 ESSEX Coupe, very clean $85
29 STUDEBAKER President 8 7-pass. Sedan, new tires, very Tudor $245
31 FORD Tudor $285
30 WILLYS 66 B De Luxe Sedan $345

First at Broadway

SPECIAL
Brand new 1935 Chevrolet 4-door Sedan, driven 43 miles, give a big discount on this car. Will trade to your advantage.
HARRY M. DORT
2nd at C-st

35 Ford Deluxe 4-dr. sedan, dem.
32 Ford V-8 Deluxe Coupe, ...$395
31 Ford Model A special body pickup 295
29 Coupe with rumble seat..... 165
National City Motor Co.
F. 3205 or Nat. City 55

28 DODGE Victoria Sedan, radio, perfect condition, private owner sacrifices at $200. 35 Ford Tudor, $580, low mileage, privately owned. See Auto Trading Bureau, 836 Columbia, F. 2515.

Motorcycles—Bicycles 62

MOTORCYCLE, Harley-Davidson, 45, 1930, A-1, extras, $115. 1758 6th-av. 1 to 5.

'32 HARLEY DAVIDSON "74," overhauled. A-1 shape, $180. 1262 Kettner-st.

Boats and Yachts 63

26 FT. CABIN MOTOR BOAT; excellent shape, $175. Main 2915. 280 Southlook.

Trucks 64

32 MODEL B FORD pickup delivery with closed cab, $395. Harry M. Dort, 2nd & C.

Auto Accessories, Repairs 66

AUTO TOPS! Sedans $6.50 up, roadsters $10 up. Special on French tops, $14 and up. Quality work. San Diego Auto Top Shop, 4080 Market-st, M. 6333.

AUTO PAINTING, complete satisf'ctn guaranteed. Pac. Auto Collision, 1320 Columbia.

Autos Wanted 67

CASH
for your car or equity.
Or will refinance.
KELLEY KAR CO.
Columbia at C. M. 8131

DON'T LOSE YOUR CAR
Most cash or will buy equity
Next Auto Exchange. 1069 State-st.

LAWRENCE NEUNER
Will pay cash for your car or equity.
428 WEST C-ST.

WANTED—Late model automobiles; pay cash; no waiting; free appraising. Mission Auto Market. 1101 Union-st.

HI DOLLAR FOR YOUR CAR TODAY I need 25. Tradewell, 16th and C-sts.

CASH for your late model car. BILLY EDWARDS, Broadway at 15th.

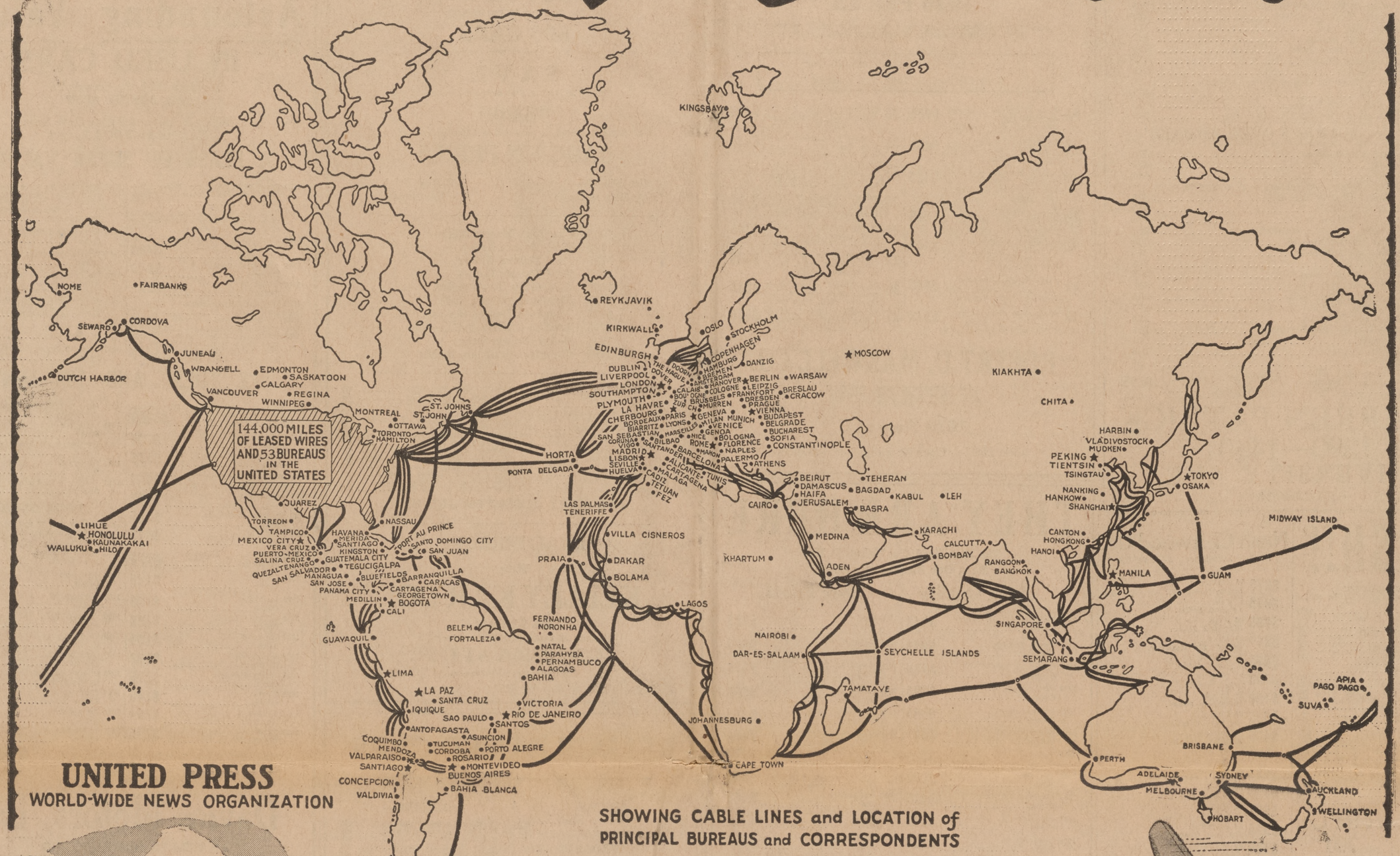
MOST CASH FOR YOUR CAR
A. E. PARRISH. 1300 BROADWAY

WE WANT cars. Any price; any make. Cash. 1119 State-st.

WE always pay more for Cheap Clean Cars. 1240 University.

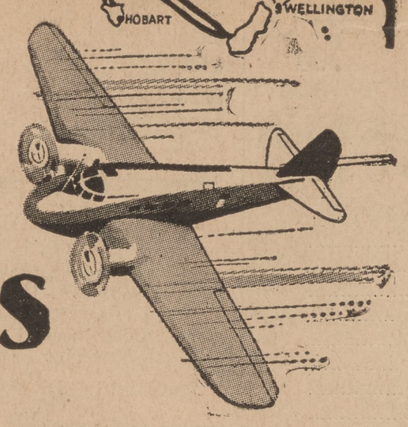
MOST CASH for light cars. See us last. Campbell 1237 University-av.

From Over the Seven Seas!



UNITED PRESS
WORLD-WIDE NEWS ORGANIZATION

SHOWING CABLE LINES and LOCATION of PRINCIPAL BUREAUS and CORRESPONDENTS



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The map above illustrates part of the world wide system of the UNITED PRESS which reports the news of the world for this newspaper.

At every dot is a United Press representative. At every star is a bureau or central office of the United Press. Cable lines over which the news is flashed across the Seven Seas also are indicated on the map. Besides the cables and the leased telegraph wires, which pour news constantly into the office of this newspaper, the UNITED PRESS uses all of the principal wireless systems, commercial telegraphs, telephones — every modern method of fast communication — to give you News While it IS News In The San Diego Sun

Only 21 Days Left To See The Exposition

The San Diego Sun

Local Forecast—Fair tonight and Tuesday.

HOME

New York Stocks, Curb and Bonds

PRICE THREE CENTS
By CARRIER 65c A MONTH

ESTABLISHED 1881—55TH YEAR | SAN DIEGO, CALIFORNIA, MONDAY, OCTOBER 21, 1935 | Hotel newsstands and on trains, 5 cents per copy

SCRIPPS—HOWARD

RUTH NICHOLS INJURED IN PLANE CRASH

Roar Of Bombs Sends Ethiopians To Cover . . . Then Anti-Aircraft Batteries Open . . . Fear Gives Way To Calm Defiance

(Copyright, 1935, NEA Service Inc.)

The terror spread among Ethiopian troops by air raids is vividly portrayed in this picture rushed to America by plane and radio from the Ogaden front, 30 miles south of Harar. The roar of exploding bombs dropped by the swift bombing planes of the Italian army is enough to send the native troops scurrying from their trench (at left) to scatter themselves widely in the surrounding fields.

(Copyright, 1935, NEA Service Inc.)

While infantrymen scurry to safety, the Ethiopian anti-aircraft gunners battle Italian planes in this picture rushed to America by plane and radio from the Ogaden front by H. V. Drees, The Sun-NEA Service staff cameraman. Smoke spouts from the machine gun (left) which is fired from a pit. The gunner's crew lies flat on the ground and others (right) bring up ammunition.

RUTH NICHOLS, 5 OTHERS HURT AS PLANE CRASHES AND BURNS

Noted Woman Flier Is Given 'Even Chance' To Recover

By United Press

TROY, N. Y., Oct. 21.—Ruth Nichols, daring woman aviator and her pilot, Capt. Harry Hublitch, were burned critically today when their Condor plane crashed into a field near Troy Airport. They were taken to a Troy hospital for treatment, where it was said they had an even chance to recover.

The crash occurred during a take-off. The plane, forced down by a strong cross wind, struck a tree, then caught fire.

Four other persons aboard the plane, a 20-place ship, were burned and cut. They were:

William Holt, New York City; Raymond Hanes, Xenia, O.; Gladys and Nina Berkenheiser, sisters and hostess.

Tried Forced Landing

Hublitch, with 22 years of experience, attempted a forced landing after a cross wind struck the plane. The big ship swerved and crashed into a tree. Then it caromed into the field.

Workers ran to the plane and pulled out the passengers.

Miss Nichols and Hublitch were unconscious. They were carried to an automobile and taken to Troy Samaritan Hospital. The other injured were treated on the field by airport nurses and physicians.

Farmer Albert Turner, 68, said he was "resting" in bed when he heard a "terrific crash."

Fire Started Quickly

He ran outside and saw the big ship plunge into his tomato patch.

"The plane immediately burst into flames," he said. "I saw several people in the plane, then workers pulled them out."

Airport officials could offer no explanation of the cause of the crash. Witnesses said the plane took of, then attempted to clear the low hills surrounding the airport.

"Suddenly the plane began to lose altitude," one person said.

"It was noticeable from the ground that the pilot was attempting to land the plane."

No. 10 Of A Series

Citizens Guaranteed 'Check' On Mattoon Settlements

Supervisors' Resolution Pledges Separate Action On Negotiations In Each District Under Proposed $2,600,000 Bond Issue

By MAGNER WHITE

EVERY condition governing the proposed wiping out of the $14,000,000 Mattoon tax white elephant with the proposed $2,600,000 settlement bond issue, to be voted on a week from tomorrow, Oct. 29, has been SET DOWN IN WRITING in the form of a valid county law.

This law, in the form of a resolution by the County Supervisors, is the voters' and taxpayers' guarantee that if they vote the bonds, a settlement will be undertaken under specified conditions. We have been reviewing these conditions in a study of the Supervisor's resolution. Almost invariably, any question raised by anyone in connection with the bond election is covered in the 16-page document.

Almost every paragraph is a

Turn to Page 5, Col. 2.

MAYOR CLOSES SHOW

CHICAGO, Oct. 21.—Mayor Edward Kelly today ordered "Tobacco Road," noted stage play by Erskine Caldwell and Jack Kirkland, which has run for nearly two years in New York, be closed as indecent and obscene. The mayor saw the play Saturday.

S. D. ASSURED CIVIC CENTER

San Diego's civic center will be built, and prevailing wages will be paid in construction.

This was the double promise given to San Diegans today.

"I'm definitely committed to the civic center. It will be built, despite what some malcontents may say," declared Frank Y. McLaughlin, state relief administrator, who was in San Diego over the weekend.

"Prevailing wage scales will be met in the construction," promised Ralph Jenney, chairman of the State Relief Commission, which convened at Hotel del Coronado

(Turn to Page 2) Col. 2.

THE—

ABC Of the Ethiopian Situation

is offered readers of The Sun in Boake Carter's great new book—

'Black Shirt Black Skin'

If you are a bit muddled over what it is all about—
If you wonder what actual forces led to it—
If you are in doubt as to what MAY HAPPEN—
You will find the answers to 90 per cent of your questions in "Black Shirt Black Skin," which starts in The Sun—

Wednesday

"Just a story—as one might tell it to another. One might almost call it thinking out loud!" remarks Mr. Carter. "To understand (what is going on) is at least 50 per cent of the battle to avoid entanglement."

Don't miss **"Black Shirt Black Skin."**

S. D.'S GRAND JURY MEETS

Horace Rhoades Appointed Chairman; Few Complaints Filed

The 1935 county grand jury of 17 men and two women was selected today and began its annual check on city adn county officers with apparently fewer complaints before it than in several years past.

HORACE RHOADES

The jury was drawn from 30 names in Superior Judge Lloyd E. Griffin's court at 10 a. m. Judge Griffin will "father" the jury as he did last year with accusations and indictments returnable in his court. John P. Holt, deputy district attorney, will act as legal adviser.

Judge Griffin appointed Horace E. Rhoades, president of the San Diego Club, chairman. The court said that the jury might recommend an alternate if Rhoades' business would not permit his accepting the position.

Holt Gives Opinion

Holt immediately went into conference with the jury and presented his written opinion on its duties and powers. He advised that the jury no longer had the power to conduct a general county audit unless some specific com-

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18 San Diegans At TOARP Parley

Special to The Sun

CHICAGO, Oct. 21.—From approximately 90 Townsend clubs in San Diego, a delegation of 18 had already registered for the National Convenvention of Townsend Clubs today and others were expected.

Those registered today were: Mrs. Ione T. Cleaver, Mrs. Wella M. Anderson, Mr. and Mrs. Antone Fibiger, Mr. and Mrs. Edward Nevitt, M. G. Harris, the Rev. Louis Burger, Mrs. Dena Lund, J. H. Maus, Mrs. Sidney Scott, W. B. Frisbie, Mr. and Mrs. Frank Forrest, Dr. Henry S. Harriss, Mrs. P. E. Davis, Mrs. Orale Hess-Brown and Mrs. Cora McGuire.

POLICE MATRON SLAYS OFFICER

Two Held For Probe Of 'Mistake Killing'

By United Press

LOS ANGELES, Oct. 21.—A bizarre "mistake killing" in which a policewoman fatally wounded Radio Patrolman Owen D. Yancey with the revolver of another officer found hiding in the closet of her home was being investigated today.

Mrs. Jean Pierce, matron at the Lincoln Heights jail, and Officer Ernest L. Hice were held on suspicion of manslaughter as investigators checked the policewoman's story that she fired at Yancey, believing he was a prowler. The bullet plowed through his forehead, causing death later in a hospital.

Hice told detectives he accompanied Mrs. Pierce home early yesterday after she went off duty and had remained with her during the day. During the evening, he said, they heard voices outside the window and the policewoman, seizing his revolver, fired blindly through the window.

An hour later, two officers, who were investigating the shooting, found Hice cowering in the closet.

Police said Yancey and a fellow-officer who had been sent to Mrs. Pierce's home after neighbors reported hearing a woman's scream.

Yancey was married and had two children.

BUSTER KEATON ILL

HOLLYWOOD, Oct. 21.—Grave concern over the condition of Buster Keaton, "Dead-Pan" film comedian suffering from pnuemonia complicated by a nervous breakdown, was expressed by physicians today.

HELENA BEGINS QUAKE REPAIRS

Stricken City Studies New Plan For Reconstruction

By United Press

HELENA, Mont., Oct. 21.—State and national authorities conferred today on rehabilitation plans following the most devastating series of earthquakes in the history of Montana.

Minor tremors were felt at short intervals. The most severe shock felt since Friday night, when a severe disturbance caused damage upward of $2,000,000 and claimed two lives here, came late last night.

Earth movements, most of them barely perceptible, came on an average of 10 minutes apart all day Sunday. W. E. Maughan, meteorologist, said he recorded more than 260.

Sen. James E. Murray arrived yesterday to offer his support in securing government aid in rehabilitation.

In downtown Helena, streets were roped off in those areas considered dangerous in case of additional severe shocks. State highway patrolmen were on duty, warning pedestrians away from weakened structures.

Many residents of sections not severely affected by the shocks were returning to their homes. They abandoned them Friday night, many fleeing to the open

(Turn to Page 2) Col. 1.

ETHIOPIA MOVES TO ATTACK ITALIANS

Well-Equipped Troops Leave Capital To Open Battle

By EDWARD W. BEATTIE
United Press Staff Correspondent
(Copyright, 1935, by United Press)

ADDIS ABABA, Oct. 21.—Evidence that the Ethiopian army is preparing to take the offensive against the Italian invaders multiplied today.

Several thousand troops of the imperial guard streamed out of the capital for the front, equipped with modern weapons.

Best Warriors Called

The emperor called in some of the best warriors in the country, including those led by former War Minister Iere Biru, who had been in disgrace for selling government arms for private profit. Biru's old offense was forgotten in this national crisis. He is known as one of the fiercest fighters in Ethiopia.

Meanwhile, disconcerting reports reached the capital from the south of outbreaks of old tribal feuds there. The withdrawal of the majority of Amharas from Ual-

(Turn to Page 2) Col. 8.

SHIPS MENACED BY HURRICANE

President's Vessel Safe As Tropical Gale Grows

By United Press

MIAMI, Fla., Oct. 21.—Vessels over a wide area were warned today to take precautions as a tropical storm, of hurricane force near its center, was located a short distance south of the island of Jamaica.

It appeared that the U. S. S. Houston, carrying President Roosevelt back to Washington, was well to the north of the disturbance and in no danger.

HAVANA, Oct. 21—The National Observatory today warned of hurricane danger in the middle and western portions of Cuba. Residents in the danger area were taking precautions.

ABOARD U. S. S. HOUSTON, Oct. 21.—President Roosevelt's vacation cruiser and her escort, the Portland, steamed northward into the Atlantic today, and was expected to reach Charleston, S. C., where the President will debark, Wednesday afternoon.

Townsend Hosts Arriving For Convention At Chicago

By JERRY LISKA
The Sun's Staff Correspondent

CHICAGO, Oct. 21.—Dr. F. E. Townsend, tall, gaunt Californian whose revolving pension plan has attracted hundreds of thousands of followers, will call his first national convention to order here Thursday.

The white-haired leader who deserted the practice of medicine to promote his $200-a-month plan, expects at least 3000 delegates to attend the four-day session.

"The number actually in attendance, however, may well run over 50,000," he said today.

Opening Thursday, the convention will be climaxed Sunday afternoon with a nation-wide broadcast over the "red" network of the NBC system, officers announced. Dr. Townsend's address, which in addition will be carried on a special wire to California, is expected to outline definitely the "big push" of the coming year.

It will be delivered from the international amphitheater here.

Mass meetings similar to that which will be held in the amphitheater here have been organized by all of the 5000 Townsend clubs throughout the nation, officers said, and have been scheduled to agree with the 3:30 p. m. (CST) broadcast from Chicago.

"Listening in" will be at least 5,000,000 members who were unable to attend the convention, ac-

(Turn to Page 2) Col. 4.

20 INJURED IN S. D. ACCIDENTS

Twenty persons were injured, but none fatally, in San Diego traffic accidents over the week-end.

Betty Harmes, 20, of 1864 Sunset-blvd, and Lavonne Berryhill, 19, of 1504 Fourth-av, Coronado, were rushed to Mercy Hospital after their car crashed into a light pole on Reynard-way near Redwood-st early Sunday morning. Miss Hermes suffered concussion of the brain. Police said the two girls were riding with Ensign L. H. Birthisel, 23, attached to the U. S. S. Gilmer.

A collision at Fifth-av and Date-st resulted in spinal injuries and a sprained back for Mrs. Lyda Rogers, 51, of 1866 Moore-st Sunday morning. She was taken to Mercy Hospital. The two cars were driven by Baldwin Rogers, 53, and William E. Biddle, of the U. S. S. Brookes.

Russia May Withdraw War Sanctions

SOVIETS FEAR 'CHEATING' IN LEAGUE RANKS

Italian Victory In Ethiopia Or Big War Is Forecast

By WILLIAM PHILIP SIMMS
Scripps-Howard Foreign Editor

WASHINGTON, Oct. 21—Events today were galloping toward a choice between a "League war" with Italy and a compromise allowing Mussolini a measure of victory in Ethiopia.

Added up, that is the meaning of the deluge of bewildering, and often conflicting, reports from across the Atlantic.

Action Too Late

Even if the penalties thus far adopted could be made 100 per cent effective, realists among League of Nations members are extremely doubtful if the blow would begin to tell on Italy in time to save Ethiopia.

It is clear, however, that few believe such sanctions can be made 100 per cent effective. Soviet Commissar Maxim Litvinoff has warned the League that Russia will watch results closely, and that if the sanctions are ineffective his country may reconsider its action.

Russia's Warning

Bluntly stated, if Russia sees "cheating" going on among any of the 50-odd members pledged to support sanctions, or if Germany, Austria or any other nation permits trade to continue with Italy, she reserves the right to do the same.

In this she would be following the precedent of Great Britain. In 1933, Britain embargoed arms to China and Japan. The ban was in effect exactly two weeks. The British government then frankly announced that as others were selling munitions she might as well get some of the money too.

German Support

Today, Germany ceased to be a member of the League. Austria did not fully support the sanctions. Italy will likely be able to buy everything she needs via Germany and Austria. At least she may buy all she has the money to pay for.

If the Duce wins his campaign in Africa before League sanctions destroy him the League must either admit defeat or call on the British fleet. The latter act would mean a European war.

HELENA BEGINS QUAKE REPAIRS

Continued From Page One)

country. Hotels, deserted Friday night and Saturday, reported the registration of a few guests.

Arthur C. Parsons, state fire marshal, ordered yesterday that there be no large assemblies in the dangerous areas of Helena. Beer halls and numerous places of assembly were closed.

Most business establishments in the restricted area were given permission to open today, but several remained closed. More than a score of buildings were condemned as unsafe. Oscar Baarman, city engineer, said the city hall was so badly damaged it would be razed.

400 Fed at Camp

Red Cross and other relief agencies cooperated in caring for refugees whose homes were destroyed. At the federal transient camp, the Red Cross and FERA were feeding more than 400 persons.

All schools were closed. Two school buildings were demolished and the others were damaged badly.

COUNTY PUT ON SPOT BY RELIEF

Return of the relief burden from Federal agencies to counties and the broadening of eligibility for old age pensions, have placed counties throughout the state between two powder kegs—the taxpayers and the relief cases—Mrs. Florence L. Turner, state director of social welfare, told the Board of Supervisors today.

Praises Supervisors

"There has been tremendous pressure on every county welfare department in this state," Mrs. Turner said. "I am glad to say that the department here has had splendid co-operation from its Board of Supervisors."

Shortly before Mrs. Turner appeared, the board granted a request of Julius Rainwater, welfare director, for 10 new employes he said were necessary to handle the flood of applications for relief under the new state pension law which lowers the age requirement from 70 to 65 years. The new employes will add $1075 to the salary ordinance.

'Chiseling' Cited

Mrs. Turner commented on a charge made last week by Dr. Frank Gigliotti, state board member, who claimed that several counties are "chiseling" in making up their old age budgets. Dr. Gigliotti declared that it was the intent of the law that the cash minimum to all applicants would be $20 and the maximum $35.

New Citizen Honored . . . Crowd Acclaims Fliers, Plane Builders . . . Factory Dedicated

Upper left photo shows Maj. Reuben Fleet, president of the Consolidated Aircraft Corporation, at the dedication of the big factory yesterday; center above, part of the vast crowd which attended the ceremonies with the big Navy "Mystery plane" built by Consolidated in the hangar in the rear; upper right, Maj. Fleet "in action" as he spoke at the San Diego hotel luncheon; lower left, Kneffler McGinnis, commander of the "mystery" plane on its record flight from Panama to San Francisco; center below, Glenn Martin, famous aviation pioneer, plane designer and manufacturer of the trans-Pacific "clipper" ships, and Col. David Wuest, commandant at Rockwell Field, and Maj. Fleet.

McLaughlin, Jenney Assure Civic Center For San Diego

Flack Comment Scored; Prevailing Wages Are Promised

Continued From Page One)

Saturday and yesterday.

These two assurances removed all doubts of whether the civic center would be constructed, and met the protests of labor against paying of "security" wages.

McLaughlin took City Manager Robert Flack to task for saying that "political pressure" would be needed to build the civic center.

"What does he mean, political pressure?" McLaughlin asked. "Who is he going to use the pressure on?

Jenney Is Lauded

"I'm definitely committed to the civic center. So is Mr. Jenney, and it is Mr. Jenney who should get full credit for the building."

"There will be no hitch in this project. It will go forward just as fast as the board of architects, appointed by the San Diego Architectural Society, for that purpose, can complete the plans. Actually, it will start before that, just as soon as the foundation plans are definitized. Under the project application as finally acted upon, this beautiful building will be built largely by contract and under prevailing wage scales; for which the community has Ralph Jenney to thank. In fact, it has Mr. Jenney to thank for the entire project. He conceived the idea of erecting this building as a relief project, and, after two months of hard, driving work, had the whole project on ice, before anyone here knew anything about it. I did everything I could, but my chief duty seems to have been to be present at the 'blessed event.'

'Co-Operation Splendid

"He says that he had the finest co-operation from the mayor, city officials, Board of Supervisors, local and Federal Works Progress officials and the Civic Center Committee.

"This county is entitled to that monument to its splendid civic spirit. I love San Diego and am proud of it.

"A prominent San Diego man asked me today if, under the project approval, the building could be built on any other site. That would be impossible, as the entire proceedings have been predicated upon the erection on city tidelands."

McLaughlin evidently was displeased at Manager Flack's statements upon his return from San Francisco, where he went to investigate the status of the civic center project.

'Pressure' Advocated

The manager returned saying that he felt San Diego would lose the civic center unless political pressure was used by San Diegans.

"Flack never saw me when he went to San Francisco," McLaughlin said. "I don't know who he saw. He might have talked with some of my assistants.

"The President has approved the project. I have the documentary evidence. Mr. Flack never asked to see that.

McLaughlin's Power

"Of course, as Flack said, more projects have been approved than there is money allocated. But the power to determine which projects are to go ahead remain with me.

"And I'm definitely committed to the civic center. It is the kind of thing San Diego wants and needs. It also is the kind of project that provides all types of skilled labor."

When Mr. McLaughlin told The Sun this weekend that he didn't see Mr. Flack the manager countered by saying:

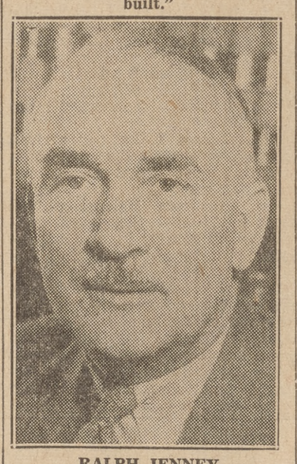
"Well, we saw his assistant and I got the impression from him that there was no chance for the civic center."

Mr. Rhodes then came to the rescue of Mr. Flack.

"We saw two men in Mr. McLaughlin's office and I am really responsible for the misunderstanding," said Rhodes.

"I am glad that Mr. McLaughlin has given us something to hope for. I'm sorry about it."

FRANK Y. McLAUGHLIN
" . . . the civic center will be built."



RALPH JENNEY
" . . . who should get full credit for the building?" — Mr. McLaughlin.

TOWNSEND CLUB GROUPS MEET

(Continued From Page One)

cording to official estimates.

Thursday's meeting will be devoted to organization, R. E. Clements, one-time Long Beach, Calif., real-estate man and now national secretary of the Townsend organization, said, climaxed by a selection of the convention chairman.

Friday is left open for routine business. Members of the "Townsend Legion," those who contribute one dollar a month toward support of the national convention, will meet in a banquet on Saturday. The convention will close with the mass meeting Sunday.

Although program plans will probably not be completed until the eve of the convention, both Dr. Townsend and Clements expect to devote most of the time to outlining a plan of campaign, both for the coming session of Congress and for the elections next year, it was indicated today.

Will Poll Candidates

Club units will continue to be organized on the basis of congressional districts, Dr. Townsend said, but early emphasis on the selection of congressional candidates is expected.

There will be no attempt at alliance with political parties, he said, but each candidate will be polled for a "yes" or "no" answer regarding his feelings on the Townsend plan.

Likewise there will be no mass affiliation with a presidential candidate, officers said, until it is definitely known how the candidates stand on the question.

Senator Borah of Idaho, mentioned prominently in the west as a possible Townsend candidate, has received NO consideration from the organization, officials said, and his attitude one way or the other has not been investigated.

Most From West

Immediate steps to flood Congress with petitions and letters will be the first move in the fall and winter campaign.

Seven special trains from the west coast, three of them from Los Angeles, were chartered for the convention, Clements said. The majority of delegrates, he said, are expected from the west coastal states, although Florida will provide one of the largest single delegations.

Bitter at the reception they have received at the hands of Chicago newspapers and at the coolness of the city administration, officers nevertheless were pleased with their selection of Chicago as the convention city.

San Diego Grand Jury In Session; Few Complaints Up

(Continued From Page One)

plaint is made to it. The general audit is now handled by the Board of Supervisors under the new charter.

'Secret Six' Quiet

Rumors that the "Secret Six" would be awaiting the grand jury's selection with a demand for an investigation of the police department failed to materialize as neither Ed Dudley, reputed investigator for the organization nor any of his known agents appeared.

The grand jury's first business session was set for 1 p. m. Wednesday.

It was learned that one of the first matters the jury would dig into was a complaint by Mrs. George Osborne, 4527 Marlborough-st, that county ofifcers had been negligent in handling of a mental case which resulted in the shooting of her husband on May 20. Mrs. Osborne said that the sheriff's office and probation department had examined a patient in their neighborhood five weeks before the man shot and seriously wounded her husband on the lawn of their home. She said that the officials had not taken proper care in confining the man who did the shooting.

The members of the new jury follows:

San Diego—Ralph Bach, Electric building; Clifford H. Baker, 334 W. Robinson-st; Edgar C. Bangs, 1408 Fourth-av; Donald C. Burnham, 2825 Locust-st; E. O. Busenberg, 1435 Granada-av; E. C. Fleet, 707 E-st; Laurence P. Hill, 1043 Sixth-av; A. E. Hodgman, 2917 Ft. Stockton-dr; Madie Jopling, 4151 Jackdaw-st; John T. Kaidel, 3430 Utah-st; Emil Klicka, 3506 28th-st; Raymond P. Low, Pacific Company, San Diego Trust & Savings building; Elizabeth S. McNeil, 1520 Monroe-st H. E. Hhoades, San Diego Club; Bruce Starke, 4294 Arguell-st.

Ramona—William Cannon.

Encinitas—Harvy Lamb.

Chula Vista—Percy L. Mathews, 310 Rosevelt-st; Herman O. Stevens, 210 G-st.

Foreman Rhoades announced the selection of committee as follows:

Roads—Bruce Stark, Harvey Lamb and Percy L. Matthews. County jail—Egbert C. Bangs, Lawrence P. Hill, and Ralph Bach. County garage—H. D. Stevens, Bruce Stark and E. C. Fleet. Resolutions committee—Donald Burnham, Ralph Bach and Bruce Stark.

Agricultural affairs—William Cannon, Harvey Lamb and John T. Kaidel. Audit committee—Lawrence P. Hill, Emil Klicka and Donald Burnham. Juvenile court—Mrs. Madie Jopling, Clifford Baker and Mrs. Elizabeth McNeil. Welfare—Mrs. Madie Jopling, Mrs. Elizabeth McNeil and E. O. Busenberg. County hospital—E. C. Fleet, A. E. Hodgeman and Egbert C. Bangs. Education—A. E. Hodgeman, Harvey Lamb and R. P. Low.

Mattoon Act—R. P. Low, Emil Klicka, and Donald Burnham.

S. D. HOLDS COUPLE IN JUVENILE OFFENSE

Accused of plying young school girls with liquor and driving one 15-year-old to Bell, in Los Angeles county, without consent of her parents, "David "Whities" McNeal, 19, was lodged in city jail today. His wife, Izetta May, 18, also was held after being returned from the northern city by Tom Frost, of the district attorney's office, and Det. Ed. Dieckmann.

Complaints have been issued by the district attorney charging McNeal with violation of the juvenile court law and grand theft. His wife also faces the former charge. McNeal is said have stolen a Ford coupe belonging to Beattie Armstrong.

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LEADERS HAIL S. D. FACTORY AT DEDICATION

San Diego today jumped ahead on the fourth step of its development—industrialism.

The Consolidated Aircraft Corp. became an integral part of the city yesterday when its new $500,000 plant was dedicated at Lindbergh Field in the greatest ceremony of its kind ever conducted here.

More than 30,000 San Diegans participated in the program, the luncheon in Hotel San Diego, the public dedication ceremonies at the plant, and during the visiting hours at the factory itself.

"For 12 and one-half years we have striven for this day. It marks the culmination of a dream for a factory of our own in a city of our choice."

Maj. Fleet Speaks

These words the words of Maj. Reuben H. Fleet, president of the Consolidated Aircraft Corp., in his dedicatory speech at Lindbergh Field. He stood on a platform erected a few feet removed from the giant Consolidated Navy plane which recently set a new world's non-stop flight record for sea planes.

"Up to now," said Rufus Choate, president of the Board of Harbor Commissioners, in his talk at the luncheon, "San Diego had lacked one thing—industrialization.

"In the past, three men contributed most to San Diego's development. George Marston gave the city civic progress. John D. Spreckels poured his millions in the city for utility development. Bill Kettner brought us the Navy.

"Now we must add a fourth name to that list, that of Maj. Fleet.

"He has given industrialization to San Diego."

Leaders Present

All San Diego leaders joined in the day of celebrating. The city—its business, social and cultural life, was opened to the directors of the company and the skilled employes who came out from Buffalo when the plant moved to San Diego.

The Navy, Army, Marines, Coast Guard and the Army Air Corps reserve also pledged themselves in support of the great plant.

"The county, too, is ready to help in any way we can," declared Edgar Hastings, chairman of the Board of Supervisors, in a talk at the luncheon.

"You probably will need emergency landing fields. We will be available to help you. Why, we even burned the brush off Camp Kearny mesa for you!"

The Navy extended its welcome through Rear Adm. Ernest J. King, chief of the Navy's Bureau of Aeronautics, and Capt. John H. Towers, commander of the Naval Air Station.

LOIS ZACHARY TO APPEAR IN COURT

Lois Elaine Zachary, 18, charged with the murder of her father, Roy R. Zachary, former grand juryman, was to face preliminary hearing before Justice Phil Smith at 2 p. m. today.

Zachary was shot in his Encinitas home Sept. 18 and died Oct. 12 in Scripps Memorial hospital at La Jolla. Lois told investigators she shot because she feared Zachary was going to harm her and her mother. In a dying statement, the father pleaded to have Lois freed of blame, claiming he was responsible for the tragedy.

GREELY, POLAR EXPLORER, WAS S. D. RESIDENT

Pioneer San Diegans today recalled when Genl. Adolphus W. Greely, Arctic explorer who died at the age of 91 in Washington, D. C., yesterday, was one of them.

GENL. GREELY

The man who in 1881 became the first person to reach a latitude of 83 degrees, 24 minutes north, once maintained offices on the site now occupied by the First National bank.

"I went to work for him as office boy in 1873," reminisced A. W. Fenn, veteran compositor for The Sun. "As I remember, he built the first Government telegraph line from here to Ensenada." In 1867, Greely, an officer in charge of the Army Signal corps, had constructed the first line to the coast.

Later, with a man named Nesmith, Mr. Fenn said, Greely built for speculative purpose the four-story granite-front building on Fifth-av between E and F-sts.

The explorer was one of the original organizers of the National Geographic Society. On his expedition, which took him to within 498 miles of the north pole, Greely and his party of 25—only seven members of which returned—for three years saw no other human beings.

During that time, their ship crushed by the ice, the expedition was stranded and it was not until a third relief outfit had ventured into the Arctic wastes that they were located and rescued.

Greely held the Congressional Medal of Honor—which, however, was not voted him until Mar. 17 of this year.

More About
ETHIOPIA
(Continued from Page 1)

ual by the governor of the district for war service has resulted in a flare-up between Silti and Marako tribesmen.

Chief Denies Desertion

After being out of communication with Ras Siyoum, commander of the defense forces in the north, for nearly a fortnight, the government today re-established telephonic contact.

Siyoum, now in the Makala region with Ras Kassa Sakihat, talked to the emperor. He denounced as vicious canards the Bazaar rumor that he had deserted with 80,000 men.

The Ethiopian high command is planning an attack on the Italians in the region west of the Webbe Shibeli river, according to reports which added that large quantities of ammunition and supplies were being concentrated near Darassa.

Huge Credit Provided

Prospects for an Ethiopian offensive against the invader appeared improved as it was rumored that a credit of 2,000,000 pounds ($9,820,000) for purchase of munitions was being arranged in England. Ethiopian funds for this purpose already are available in London and probably will be used at once now that the embargo against exports of arms to this country has been lifted.

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SWING LAUDS FEDERAL HELP FOR DISTRICT

Irrigation Sector To Get Millions Through His Efforts

$13,298,500 Imperial refunding loan.
$1,950,000 for drainage fund.
$15,000,000 for All-American canal.

With "everything but the Capitol dome" in his knapsack, former Congressman Phil D. Swing returned from Washington, D. C., today with government pledges of millions of dollars for aid of the Imperial Valley Irrigation District, which he represents. The former congressman went to Washington last April, and returned home because of his mother's illness.

Phil D. Swing

Swing assisted in securing a Reconstruction Finance Corporation loan of $13,298,500 to refund the irrigation district's outstanding indebtedness of $15,000,000. This will reduce the district's bonded indebtedness by 25 per cent, and lower the interest from 5½ to 4 per cent. As part of the loan, the government agreed to advance $1,950,000 to complete the district's drainage system, Swing said.

The PWA also advanced $15,000,000 to continue work on the All-American canal—for participation in which San Diego has yet to sign a contract.

Time Extension Okeh

Swing voluntarily interested himself in San Diego's rights in the Colorado River and was assured by the Department of Interior, he announced, that the request of Mayor Benbough and the City Council for an extension of time on the city's proposed contract for All-American canal participation will be granted.

"Arizona and Upper Basin states are intensively preparing for a suit to be filed in the United States Supreme Court for an 'equitable' apportionment of waters of the Colorado among the seven basin states," Swing said. "Atty. Genl. U. S. Webb and State Engineer Hyatt have assured me they will promptly commence preliminary work necessary to protect California's interests."

The Southern California communities which have contracts with the government for Colorado River water will probably be named defendants in the suit, it was said. These include Metropolitan water district, San Diego, Palo Verde, Coachella, and Imperial."

Water Mixup Explained

"Arizona once before lost a suit because, the Supreme Court held, she had not been injured," Swing explained. "Water was still flowing in the Colorado river, and until she tried to get water and found none, her rights were not invaded.

"However, in 1934 Congress passed the declaratory judgment act, which permits the court to anticipate damages. Under this, Arizona is preparing to sue, asking that the future equitable use of the river water be determined.

"She will ask for 2,800,000, acre-feet, exclusive of waters of the Gila and other tributaries. Should she win, Arizona will get water for which California communities already have contracts."

Swing was to leave today for the valley to confer with irrigation district officials, after which he will go to San Bernardino to be with his mother, Mrs. Mary F. Swing. He will return to Washington later.

Mr. Swing is a member of the local law firm of Stearns, Luce, Forward, and Swing.

CIRCULATION MEN CONVENE

The men who have charge of delivering newspapers to your homes today convened in San Diego in the 17th annual conference of the California Circulation Managers' Association.

They are here from every county in California, representing large and small dailies and weeklies, with William Snell, president of the organization, presiding.

Today was Circulation Managers' day at the Exposition. The visitors and their wives enjoyed a tour of the fair grounds. A luncheon was held in Casa del Morro Rey for the ladies. Tomorrow the ladies will be guests of Capt. Oakley J. Hall of the Star and Crescent Boat Co., who is to take them on a trip around the bay. The association's annual dinner dance will be held tonight in the Plata Real of the U. S. Grant Hotel, where convention sessions are being held.

Speakers on the convention program include Dave Smith, first vice president of the international organization, and William J. Harrison of Los Angeles, first president of the association when it was formed in Coronado 17 years ago.

Beauty Flies Through The Air For Trophies

Left above, Bessie Owen of Santa Barbara, winner of the Aviation Day trophy in the women's air derby from Glendale to Lindbergh field. Right, above, LaVerne Wolfram of Glendale, one of the competitors, and below the girl pilots as they appeared in the Ford Bowl yesterday afternoon for the award of trophies.

Pegler Goes To Europe To 'Debunk' War For You

Westbrook Pegler is going to view the Ethiopian war-volcano from a ringside seat on the crater's edge and report its effect on the thousands of people who are paying the bill for the Pompeiian scene.

While he is bound for Europe Mr. Pegler's column will not appear in The Sun for two weeks.

When it resumes, American readers are going to learn what Mr. and Mrs. John European are thinking about it all, and what the effect on them has been and is likely to be. After all, Mr. Pegler thinks, they are the guinea pigs on whom the experiment is being tried.

PEGLER

An expert critic, the nationally known commentator will be much in the position of a dramatic critic reviewing a play. The reviewer's job is to gauge the effect of the play on the audience. The play in this case will be the Ethiopian war, the audience will be the rest of Europe—what it thinks and feels as the drama down in Africa unfolds. Stuffed shirts or gallery gods—diplomats and humble toilers—Mr. Pegler will try to turn them inside out.

He will debunk the progaganda of the type that led the United States directly into the World War, at least the part of the propaganda which untruthfully portrays the European public sentiment.

Visiting England, Mr. Pegler will know very shortly what the average British citizen thinks about it all. Should the British fleet be withdrawn from the Mediterranean? It costs money to keep fleets and hundreds of men away from home. Does the average citizen think Great Britain should stomp on the toe of the Italian "boot?" Or should Great Britain, in his opinion, keep hands off insofar as force is concerned. News reports carry official action, but does the public concur in the action?

He will go into Italy and interview some of the mothers of boys "over there" in sweltering Africa fighting for a "cause," And what is in the mind of the father as he downs his wine, spaghetti, meat balls and black bread and wonders how long it will be before he's down to the spaghetti alone. Is Mussolini a hero—or a maniac—to him?

Into France where public sentiment always is divided—until the Marsellaise drowns out caution. Are they—the people—with Italy or the League of Nations, and Great Britain? Which way would they want France to turn—if?

Into Germany, still recovering from the last war. And into Rumania to see what Queen Marie may be thinking about and her subjects talking about.

The famed columnist is well equipped to do the job at hand. Formerly well known as a sports writer, humorist, United Press correspondent and feature writer, Mr. Pegler's present column is carried by many of the nation's largest newspapers.

His rare ability to see through hokum, sense the true thoughts behind the aloof mask of the interviewed, and report the facts, will stand him in good stead on his latest assignment.

Watch The Sun for Westbrook Pegler's first article from Europe. You'll want to read and keep them all.

* * *

Bessie Owen, comely Santa Barbara girl flier, today held the Shell trophy, emblematic of the championship entry in the Glendale-to-San Diego women's air derby held as a feature of Aviation Day here yesterday.

In second place was Mrs. Grace Prescott of San Diego, while third honors went to Cecile Hamilton of Los Angeles.

The contest was a precision race wherein the pilots estimated their speed and calculated their time of arrival before taking off. Miss Owen figures it would take her 1 hour, 5 minutes and 7½ seconds to get here. She arrived 7½ minutes ahead of that time.

Mrs. Prescott erred only 45 seconds in her calculations and Miss Hamilton 59 seconds. Other women pilots who competed were Katherine Cheung, Adrienne Clark, Evelyn Hudson, Ethel Shee. Yolanda Spirito, Onita Thorley and LaVerne Wolfram. Mrs. Suzanne Williams was unable to compete because her husband was delayed in bringing her plane back from Texas. Engine trouble balked five others in Glendale.

In Borneo, a newly-married couple present each other a LOAF OF BREAD, as a token of good luck. They believe that bread signifies a happy life!

You get the most for your bread pennies in the bread that is ¼ (by weight) MILK and BUTTER - baked hours later and delivered fresh TWICE daily.

CRAMER'S
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2950N

SONORA QUIET AS REBELS FLEE TO MOUNTAINS

By EDWARD J. HEILMAN
United Press Staff Correspondent

NOGALES, Sonora, Mexico, Oct. 21.—The future of Sonora's nascent revolution hung on the turn of events today.

Rebel bands were reportedly loping for safety of rugged mountains in the face of strong concentrations of Federal troops.

A report from Mexico City said Genl. Juan Zertuche had been relieved as military commander of the state.

Ramos Reported Out

The Nogales, Ariz., International said it was informed Gov. Ramon Ramos of Sonora had resigned in Mexico City.

Removal of Genl. Zertuche may indicate either a Federal policy of conciliation towards the rebels, or organization of a strong military move to crush rebel raider bands, observers said.

Official confirmation of Gov. Ramos' reported resignation would be accepted here as evidence of a conciliatory attitude on the part of the government.

Rebels have assertedly reiterated they are not fighting the Federal authority but Gov. Ramos, who they say is an adherent of Genl. Plutarco Elias Calles, former "strong man of Mexico," and the administration of agrarian laws, which they term unjust.

Should federal policy towards the uprisings prove one of stern military suppression, a long campaign of guerilla warfare would be inevitable, it was believed.

Federal Forces Ready

A regiment of Mexican Regulars reinforced by cavalry and a squadron of bombing planes, waits at Hermosillo for an order to take the field against the rebels, who have announced they will not cease fighting until Governor Ramos and "pro-Calles" presidentes (mayors) of important towns are removed.

According to press dispatches, Gen. Zertuche was relieved after a conference of Pres. Lazaro Cardenas with Gov. Ramos. It was reported the president indicated that Ramos was still holding office as governor.

The International predicted a provisional governor and presidentes and comisarios of towns in northern Sonora would be appointed within 48 hours.

Elias Next?

The newspapers said the gubernatorial post had been offered to Francisco Elias, former governor, but that he might refuse.

John Treanor, Prominent Business Man, Fall Victim

San Diego Rancher Crashes To Death From Barn Roof

Beneath a giant oak, a tree John Treanor called the most beautiful he had ever seen, the prominent San Diego and Los Angeles business man and ranch owner, was to be buried today at 3 p. m.

Mr. Treanor was killed early yesterday morning when he fell 25 feet to the ground from the roof of the barn on his ranch, 10 miles south of Warner's Hot Springs.

Close friends, the men and women John Treanor invited to his country home to enjoy a quiet weekend, remained today to mourn their host and pay him final tribute at simple services conducted by the Rev. W. Bertram Stevens, Episcopal bishop of Los Angeles.

News of Mr. Treanor's accidental death shocked the entire state. Prominent in Los Angeles and San Diego as a business and civic leader, his name was known throughout California.

The accident occurred while Mr. Treanor was working with John Gadde, foreman of the ranch, and Henry Wheeler, vice president of the California State Mutual Building and Loan Co. of Los Angeles. The trio arose early yesterday morning and went to the barn, where Mr. Treanor climbed on the roof to help repair it.

He reached out to break off a tree limb protruding over the roof and lost his balance, falling 25 feet to his instant death.

His head struck a pair of tree clippers. A bolt which held the clippers together punctured his skull.

First Believed Stunned

Mr. Gadde and Mr. Wheeler carried their friend to the ranch house on a cot, believing he had merely been stunned by the shock of the fall. But when Dr. George Fuller, attached to the Indian service, arrived on a call from Mrs. Treanor, he pronounced her husband dead.

Mrs. Treanor decided that no better final resting place than the rolling hills and valleys of the country Mr. Treanor loved so well could be found. She ordered his grave prepared beneath the mammoth oak and today the funeral services were to be read there. Claude Woolman of the Bradley-Woolman mortuary was in charge of arrangements. With Frank J. Dougherty, chief embalmer for the mortuary, he prepared the body yesterday.

Guests at Ranch

Besides Mr. Wheeler, guests at the ranch for the weekend were

JOHN TREANOR

Marshal Stimson, Los Angeles attorney, and his daughter, Eleanor, who is the wife of Thomas Treanor, a son of the dead man; Mr. and Mrs. Arthur Bent of Los Angeles.

Surviving Mr. Treanor besides his daughter Eleanor are his widow, Mrs. Bessie Treanor; a daughter, Mary; two sons, Thomas Coghill Treanor of Los Angeles, and John Stanley Treanor of Napa.

The deceased was president of the San Diego Water Co., from which the city bought on a 30-year-lease contract Lake Hodges dam, the Sutherland dam site, and water rights on the San Dieguleto river.

In addition, he was president of the Riverside Cement Co. of Los Angeles, director of the Union Bank & Trust Co., Security Title Insurance & Guarantee Co., the John M, C. Marble Co., and the American Capital Corporation.

A leader in civic as well as business activities, Mr. Treanor was a trustee for Pomona and Claremont colleges and was chairman for the Los Angeles Community Chest campaign this year. He acted as chairman of the citizens committee for the SERA until May of this year and was a director of the Southwest Museum in Los Angeles and active in Red Cross affairs.

Col. Ed Fletcher, state senator and a friend and business associate of Mr. Treanor in years past, expressed the thought of the late executive's San Diego friends when he said, "California has lost a splendid man, moreover a man who was one of the real developers of this state."

GERMANY QUITS LEAGUE; TEARS PACT TO PIECES

By PAUL KECSKEMETI
United Press Staff Correspondent

BERLIN, Oct. 21. — Germany, mystery nation of Europe, ceased today to be a member of the League of Nations and became a diplomatic free agent whose policy no one knows.

Adolf Hitler, with the nation behind him, has ripped the hated Versailles treaty to shreds.

Locarno Pact Holds

Now, with Germany out of the League which it always regarded with suspicion, it is bound only by the Locarno treaty in which Germany, Great Britain, France, Belgium and Italy promised to aid anyone of the five attacked by another signatory. Hitler has affirmed his loyalty to this treaty.

On a dramatic Saturday at Geneva, Oct. 14, 1933, Germany's delegation left the World Disarmament Conference in anger over alleged unfairness.

The official resignation, giving the necessary two year's notice took effect at midnight last night, according to the German computation, and at 11:30 a. m. today according to the League view.

Military Built Up

Germany's Versailles treaty army has become one of 600,000 men. Its air force—forbidden entirely—has become a powerful weapon. Its navy is becoming a potent force, including 12 submarines in operation and nine under construction. The treaty forbade Germany submarines.

All that has happened since Germany's resignation.

DESTROYERS HULL AND AYLWIN HERE

Two new destroyers, the U. S. S. Hull and the U. S. S. Aylwin, today had joined the Scouting Force.

The new 15,000-ton ships, radically different in appearance and construction from the older destroyers, arrived Saturday from the east coast, after their "shakedown" cruises.

Their addition to the fleet gives San Diego five of the big ships. The Farragut, Dewey and Worden have been at anchor here with the new 60th Division.

Comdr. Clarence Gulbransen commands the Aylwin and Comdr. R. S. Wentworth commands the Hull.

AN OPEN LETTER

The careful and thoughtful consideration of every property owner and taxpayer in San Diego, outside of the Mattoon Act Districts, is asked for the following summary of the reasons which have brought about the present effort to restore this distressed property to the tax rolls:

The financial and governmental stability of San Diego County is based primarily upon the ability of ALL property owners to share in the tax burden.

Unless this load is divided among ALL property owners four things happen:

First, the share of the paying property owner becomes too great.

Second, the number of delinquent taxpayers increases constantly as the load becomes heavier.

Third, the financial security of school districts, irrigation districts, the City of San Diego and the County of San Diego becomes endangered.

Fourth, because of increased tax charges the value of all property goes down, with the result that the paying property owner must carry not only an unjust tax load but properties which are steadily declining in value because of that load.

For these reasons the solvent and paying property owner OUTSIDE THE DISTRESSED MATTOON ACT DISTRICTS must restore the property in these distressed districts to the tax rolls.

After years of study and of unsuccessful attempts to effect a method of relief that will accomplish this result for the taxpayer outside the districts, the program of the Mattoon Settlement Campaign Committee, also known as the Abbey Plan, has won the unqualified approval of all responsible taxpayers and organizations interested in lower taxes as a reasonable and workable plan of relief for ALL taxpayers.

A vote for the bond issue of October 29 puts this plan into effect.

San Diego Clearing House Association

Joan Bennett Today's Film Contribution To Air Drama

Actress To Star In 'Merely Mary Ann' On KGB At 6; Helen Hayes To Be Heard At 9

By WILLIS WERNER
The Sun's Radio Editor

Joan Bennett's appearance on the air tonight spotlights the fact that there are so many film stars broadcasting nowadays that it is hardly necessary to go to the movies to enjoy their efforts.

The matter, indeed, is furrowing the brows of theater men, especially on Sundays when an exceptionally strong line-up of screen and radio talent holds forth on the transcontinentals, holding the fans to their loudspeakers.

The picturesque Variety, in its usual terse manner, comments: "Much picture trade concern again about the unusually strong Sunday night radio opposish. Cantor, Benny, Baker, Ford symph, Major Bowes, Leslie Howard are all on the air Sunday nights."

But as for Miss Bennett, the youngest member of the Bennett royal family of stage and screen will have her first chance at a full length radio drama as the star of "Merely Mary Ann" which goes on in the CBS Radio Theater at 6. (Dial KGB).

Then on NBC, another popular actress, Helen Hayes, bravely battles financial obstacles in "Money Trouble," chapter four of "The "The New Penny." Miss Hayes gets the best break as to time, her KFI release landing here at 9, while Joan Bennett must vie with the evening meal for attention.

SHAKESPEARE ON AIR

The National Broadcasting Company today announced a cycle of Shakespeare's plays dealing with the lives of the Kings of England, which will begin on the NBC-KPO network at 1:30 p. m., Nov. 7 and continue 10 weeks. The schedule lists "King John," "Richard II," "Henry IV," (in two parts), "Henry V," "Henry VI" (three parts),. "Richard III" and "Henry VIII."

TWO NEW ONES TONIGHT

Two new dramatic programs hit the air at the same moment tonight. On KFSD, it'll be the first of a series of transcribed dramas under the general title, "Radio Short Stories." The platters start to spin at 8:15.

If you go for Ozark drama, KFI will claim your attention at that time when Lum and Abner start their new in-person series which is to go on Monday, Tuesday, Wednesday and Friday hereafter. Chester Lauck is Lum and Abner is Norris Goff.

EINSTEIN ON AIR

At 4:15 p. m. tomorrow, Sen. Rush Holt of West Virginia is slathed to speak over NBC and possibly KFSD on "War—What For?" while at the same time on CBS Prof. Albert Einstein is due to talk. He is to use English. His topic is the relief fund for German non-Aryan exiles. KGB has it locally.

In anticipation of the event, the boys are reported to have bought themselves a stop-watch—a vital necessity on network programs where every announcement is timed not only by minutes but by seconds.

AIR SCHOOL LISTS COURSE

The American School of The Air began its sixth year on the Columbia network at 11:30 a. m. today. Miss Helen A. Johnson, broadcasting director, has arranged to offer the courses as follows:

Mondays, history for upper grades and high schools; Tuesdays, a new course, "Treasure Trails in Art" will be inaugurated by the Radio Art Guild and will alternate with literature, featuring the works of great poets; Wednesdays, geography for intermediate grades; Thursdays, primary and advanced lessons in music; Fridays, vocational guidance for upper grades and high schools, featuring new fields of endeavor and presented by means of dramatizations.

FAMILY PARTY

The 80 families of McGees listed in Chicago's telephone directory are to be represented during the broadcast of Fibber McGee and Molly on KFSD at 5 p. m. Invitations were sent to all of them in an attempt to find an amateur "McGee" to act as a stooge.

Short Wave

A consensus of reports is that good bets right now are W-10-XFH, 13.05 meg., in the gondola of the stratosphere balloon, heard around 1 p. m.; DJN, 9.45 meg. DJA, 9.56 meg. and DJB, 15.20 meg., Germany, between 5:30 and 8:30 in the morning; GSC., 9.58 and GSL, 6.11 meg., England, 3 to 5 p. m., and Radio Suva, 13.07 meg., 9:35 to 10:35 nightly.

The KDKA short-wave group is now testing with a new station, W8XKA on approximately 5 meters.

Army stations frequently can be heard testing around 6.5 meg. The other afternoon, March Field, Hamilton Field and an airplane were overheard carrying on a three-way conversation. The call at March Field was MF-3.

BEN-HUR COFFEE CO. Presents: Harry H. BALKIN
FOREMOST CHARACTER ANALYST
FREE VOCATIONAL GUIDANCE & CHARACTER ANALYSIS
MONDAYS, FRIDAYS 9:30 PM
TUESDAYS, THURSDAYS 10:45 AM
KNX

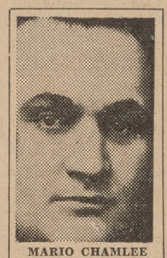
He's A Hit!

Gene Handsaker, San Diego boy and formerly member of The Sun editorial staff, this week was chosen to do the part of a radio announcer in the 20th Century-Fox production, "Snatched."

When studio officials sought someone to read two kidnap bulletins for scenes in the film, they recalled the clear voice of KFI's news broadcaster. The voice was that of young Handsaker, staff news announcer.

His parents, Rev. and Mrs. Handsaker, live at 3777 Herbert-st.

Today's Radio Calendar



MARIO CHAMLEE
KFSD, 9:30 P. M.

HIGHLIGHTS TONIGHT

5:00—Fibber McGee, KFSD.
6:00—Radio Theater, KGB.
6:30—Grace Moore, KFSD.
7:45—Gridiron Guesses, KGB.
8:30—Pick and Pat, KGB.
8:30—Margaret Speaks, KFSD.
9:00—Helen Hayes, KFI.

HIGHLIGHTS TOMORROW

8:15—Clyde Barrie, KGB.
10:45—Symphony Orchestra, KFSD.
11:30—School of the Air, KGB.
1:15—Gov. Park, Missouri, KGB.
4:15—Prof. Albert E. Einstein, KGB.

RADIO PROGRAMS FOR TONIGHT

KFSD—600 Kc. San Diego	KGB—1330 Kc. San Diego	KFI—640 Kc. Los Angeles
4:00 Totem on Sports	Along the Airways	Reserve
4:15 Orchestra	Vocals by Verrill	Pen Friend program
4:30 Dr. McCoy	Musical Nick Nacks	Education in the News
4:45 Navy News	Ann Leaf	Rush Hughes
5:00 Fibber McGee	Land o' Dreams	Fibber McGee
5:15 Fibber McGee	Land o' Dreams	Fibber McGee
5:30 Studio	The Harmonettes	Harmony Four
5:45 Nuts and Bolts	Settlement Committee	Pop Eye
6:00 Beaux Arts Trio	Radio Theater	Beaux Arts Trio
6:15 Beaux Arts Trio	Radio Theater	Beaux Arts Trio
6:30 Grace Moore	Radio Theater	Grace Moore
6:45 Grace Moore	Radio Theater	Grace Moore
7:00 Concert of the Air	Wayne King's orch.	Contented program
7:15 Concert of the Air	Wayne King's orch.	Contented program
7:30 Mattoon Act Talk	March of Time	Your Program
7:45 The Town Band	Gridiron Guesses	Your Program
8:00 Jimmie Allen	Myrt and Marge	Amos and Andy
8:15 Ink Spots	Singing Sam	Lum and Abner
8:30 Margaret Speaks	Pick and Pat	Maragaret Speaks
8:45 Margaret Speaks	Pick and Pat	Maragaret Speaks
9:00 Popular program	Anson Weeks' orch.	Helen Hayes
9:15 Three Shades of Brown	Anson Weeks' orch.	Helen Hayes
9:30 Galaxy of Stars	Musical Moments	Al Lyons' orchestra
9:45 Galaxy of Stars	Laurie Higgins' orch.	Al Lyons' orchestra
10:00 News Flashes	News Flashes	News Flashes
10:15 Ben Alexander	Eddie Oliver's orch.	Ben Alexander
10:30 Musical Favorites	Studio	Bridge Lessons
10:45 Musical Favorites	Studio	Jimmie Grier's orch.
11:00 Sid McNutt's orch.	Anson Weeks' orch.	Al Lyons' orchestra
11:15 Sid McNutt's orch.	Merle Carlson's orch.	Al Lyons' orchestra
11:30 Jimmie Grier's orch.	Merle Carlson's orch.	Jimmie Grier's orch.
11:45 Jimmie Grier's orch.	Les Hite's orchestra	Jimmie Grier's orch.
12:00 Sign Off	Morning Musicale	Sign Off

Programs Are Subject to Last Minute Changes by Stations

RADIO PROGRAMS TOMORROW

KFSD—600 Kc. San Diego	KGB—1330 Kc. San Diego	KFI—640 Kc. Los Angeles
7:00 Good Morning	Seven O'Clock Club	Good Morning
7:15 Edward McHugh	Seven O'Clock Club	Gospel Singer
7:30 Gypsy Trail	Parson Roberts' Family	Stocks
7:45 Three Shades of Blue	Views of the News	Three Shades of Blue
8:00 Financial Service	Recordings	Church Quarter Hour
8:15 Gran and Smith	Clyde Barrie	Gran and Smith
8:30 Your Child	Ozark Mountaineers	Your Child
8:45 Piano Recital	Just Plain Bill	Piano Recital
9:00 Good Cheer	Voice of Experience	Helpful Harry
9:15 Dr. McCoy	Betty Crocker	Shopping Tour
9:30 You Name It	Mary Marlin	Your Name It
9:45 You Name It	Dental Clinic	News Release
10:00 Studio	Recordings	Martha Meade
10:15 Cliff Nazarro	Frank Dailey's orch.	Community Chest prog.
10:30 Budgeteers	Milton Charles	Budgeteers
10:45 Symphony orch.	The Newlyweds	Ann Warner
11:00 Symphony orch.	Between the Bookends	Ann Warner
11:15 Words and Music	Happy Hollow	Markets
11:30 Western Farm	School of the Air	Western Farm
11:45 Western Farm	School of the Air	Western Farm
12:00 Western Farm	Town Topics	Western Farm
12:15 Kitchen Window	Town Topics	Ma Perkins
12:30 Studio	Town Topics	Vic and Sade
12:45 Stocks	Town Topics	The O'Neils
1:00 Studio	P.-T.A. program	Betty and Bob
1:15 Gale Page	Gov. Park of Missouri	Rita Rogers
1:30 The Philistine	University of the Air	Fascinating Rhythm
1:45 Fascinating Rhythm	Stocks	Fascinating Rhythm
2:00 Medical Association	Happy Go Lucky Hour	Medical Assoc. program
2:15 Medical Association	Happy Go Lucky Hour	Medical Assoc. program
2:30 James Wilkinson	Happy Go Lucky Hour	James Wilkinson
2:45 Views of News	Happy Go Lucky Hour	Clara Lu and Em
3:00 Woman's Magazine	Feminine Fancies	Woman's Magazine
3:15 Woman's Magazine	Feminine Fancies	Woman's Magazine
3:30 Woman's Magazine	Along the Airways	Woman's Magazine
3:45 Woman's Magazine	Russian Bear orch.	Woman's Magazine
4:00 Studio	Melodies of Manhattan	Easy Aces
4:15 Norseman Quartet	Prof. Albert E. Einstein	Organ Recital
4:30 Dr. McCoy	Nadine Connor	Organ Recital
4:45 Navy News	Correct English	Rush Hughes

HIGHLIGHTS ON KNX—1050 Kc.

TONIGHT
4:00 Hometown Sketches
4:45 Dr. McCoy
5:00 Dick Tracy, Detective
5:15 Tom Mix, Sharpshooters
5:45 Orphan Annie
6:15 News
6:00 All American Boy
6:45 Adventures of Jimmie Allen
7:00 Frank Watanabe and Hon. Archie.
7:30 The In Laws
8:00 Lucca's Concert Orchestra
8:15 Townsend Plan
9:00 News
9:30 Character Analysis
9:45 Dude Ranch
10:15 Sue Douglas
11:45 News

TUESDAY
7:00 Sharplesville
7:30 News
9:00 Dr. Martin Luther Thomas
9:45 News
10:00 Ten O'Clock Family
10:45 Character Analysis
11:00 Fletcher Wiley
12:00 News
2:00 The Bookworm
3:00 Rev. C. E. Fuller
3:30 Fletcher Wiley
4:00 Hometown Sketches

HIGHLIGHTS ON KFWB—950 Kc.

TONIGHT
4:00 Deputy Emerson
6:00 News Flashes
7:00 News Behind the News
7:15 Oscar and Elmer
7:45 Melodies of Russia
8:00 Kay Van Riper's Coronets
8:30 Ports of Call
9:00 Hilarities
10:00 News

TUESDAY
9:00 Moments of Inspiration
9:45 News Flashes
10:00 Owen Crump's Party
1:00 G. Alison, talk
1:30 The Philistine
1:45 City Hall Broadcast

LANCHESTER SIGNED

Elsa Lanchester, wife of Charles Laughton, has been signed by Alexander Korda for an important role in the Rene Clair production, "The Ghost Goes West."

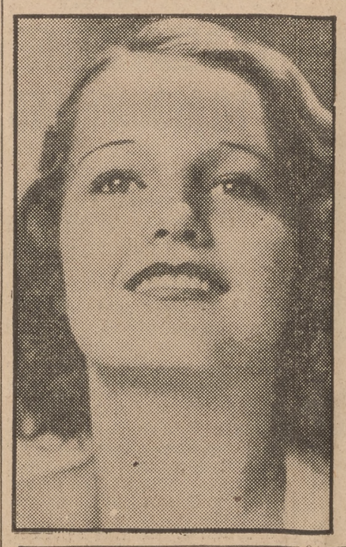
NEEDS SHOPPING PARTNER

Ann Dvorak always takes someone with her when she goes shopping, because she can never make up her mind whether or not two materials of the same color match exactly.

★ WRESTLING Tuesday Nite ★
MAIN EVENT
Wee Willie Davis (Virginia Giant) vs. Casey Kasanjian (Stanford's Greatest)
—AND—
Rematched by order of Commission—"NO FOUL RULE IN THIS MATCH"
Pat Fraley vs. Jack Washburn
Three Other Great Mat Contests — Seats Now Selling
COLISEUM 15th and E Sts. — Phone F. 4176
Prices—Bleachers, 55c; Ringside, $1.10, $1.50, $2.00

THE ALTRUSA CLUB OF SAN DIEGO PRESENTS
BURTON HOLMES
In a Lecture on
"ETHIOPIA"
With Motion Pictures and Colored Slides
THURSDAY EVE. Oct. 31st, at 8:15 RUSS AUDITORIUM
Prices: Lower Floor, $1.00, 75c and 50c; Balcony, 75c, 50c, and Student Tickets, 25c (tax exempt). Now on sale at Thearle Music Co.

Heads Cast Of Famous Film



Rochelle Hudson heads the cast of the Fox talkie version of D. W. Griffith's famous picture, "Way Down East" which opens tomorrow at the California. The new production also has Henry Fonda and Slim Summerville in the cast. On the same program, Jimmie Dunn, who was a hit in "Bad Girl," now stars in "Bad Boy" by the same author, Vina Delmar. His leading lady this time is Dorothy Wilson.

Star Signals

By OCTAVINE

For persons who believe that human destiny is guided by the planets, the daily horoscope is outlined by a noted astrologer. In addition to information of general interest, it outlines information of special interest to persons born on the designated dates.

TOMORROW, OCT. 22

MOST favored ones tomorrow will be those who were born from Aug. 22 through Sept. 23.

General Indications Of The Day
For Everybody

Morning—Fair.
Afternoon—Good.
Evening—Serious.

You may make the dinner social but the remainder of the day looks unimportant.

Tuesday's Birthdate

You should be attracted to novelties.

Endeavor to attend to all financial matters for the year during October and November, 1935, for that period is the most favorable.

New love affairs may arise or you may experience emotional pleasure from March 14 through 17. Try to be cautious and conservative for you may experience argument or accident with someone from March 28 through April 2, 1936.

Readers desiring additional information regarding their horoscopes are invited to communicate with Octavine in care of this newspaper. Enclose a three-cent stamped, self-addressed envelope.

THEATER TAB

ADAMS—Becky Sharp and Silk Hat Kid.
AZTEC—Naughty Marietta and Silk Hat Kid.
BALBOA—Annapolis Farewell and Bright Lights.
BROADWAY—The Arizonian and Man's Castle.
CABRILLO—Gay Divorcee and We Live Again.
CALIFORNIA—Alias Mary Dow and Texas Ranger.
CASINO—Chinatown Squad and Riding Wild.
DIANA—Dragon Murder Case and Kid Courageous.
FOX—Anna Karenina and Here Comes Cookie.
EGYPTIAN—Steamboat Round the Bend and Smart Girl.
FAIRMOUNT—Annapolis Farewell and Bright Lights.
GLOBE THEATER (Exposition Grounds)—Shakespearean Plays.
HILLCREST—Love Me Forever and Don't Bet on Blondes.
MISSION—Broadway Gondlier and The Scoundrel.
NORTH PARK—Diamond Jim and Alice Adams.
PLAZA—Shipmates Forever and Thunder in the Night.
RAMONA—Call of the Wild and Going Highbrow.
SEVILLE—China Seas and Page Miss Glory.
SPRECKELS—Dr. Socrates and Storm Over the Andes.
SUPERBA—The Drunkard and Ollo.
VICTORY—Call of the Wild and Going Highbrow.

Traffic Law Violators To Face 'Mike'

Traffic violators are to be "given the air" in Police Judge Clarence Terry's court.

Arrangements are being made to broadcast sessions of the court daily, Terry said.

For an hour or more the whole procedure in the court will go on the air over KFSD, including the calling of the names of violators and the charges against them. Pleas, alibis and pronouncement of sentences will be heard by radio listeners.

"The plan has been tried out in some other cities and has been found amazingly successful in cutting down violations of the traffic ordinances and motor vehicle laws," Terry said. "To most people having their transgressions aired so that friends and relatives can listen in is much more effective punishment and hence a deterrent than the routine, perfunctory court hearing."

When the broadcasts will start has not yet been determined by the judge.

20 ACTS TO ENLIVEN S. D. GIRLS' HI-JINX

Twenty acts, headed by the "Three Shades of Brown," of radio fame, will make the 28th annual San Diego High School Girls' Hi-Jinx the most elaborate in history, it was announced today.

The Girls' Glee Club under direction of W. F. Reyer will be another feature attraction of the big show which is to be staged in Russ Auditorium Oct. 24 and 25. Performances will be at 8 p. m. with a matinee Thursday.

The football idea will be featured throughout the Hi-Jinx.

MARIO CHAMLEE
Golden-voiced tenor of the Metropolitan Grand Opera Company
Will be the Guest Artist on the
All-Star Program
Monday at 9:30 over station
KFSD
Also Featuring:
METROPOLITAN Symphony Orchestra
FRANK BLACK
THE NEAPOLITAN SINGERS
John B. Kennedy

Alcoholism Conquered
IN TWO DAYS
away from home, job, or business
SAFE - KIND - SURE
Ask Your Doctor
R. 8408
Samaritan Treatment
5317 Marlborough
(in Kensington Heights)

Only Wrote It

HOLLYWOOD, Oct. 21.—When Warner Bros. "Midsummer Night's Dream" was given its premiere here last week, practically everyone was there except Shakespeare.

The lobby was appropriately decorated and there was even a huge autograph book that will be sent to Stratford-on-Avon.

But a marble bust of the Bard which was to have presided over it all was not in evidence. Seems the studio launched a city-wide search but up to the time of the opening hadn't been able to dig up a likeness of Master Will.

Exposition Music

MONDAY, OCT. 21
4:00 P. M.

Organ Amphitheatre—Official Exposition Band, Julius Leib, director.
March, "Solid Men to the Front" (Sousa).
Overture, "Barber of Seville" (Rossini).
"Vision" (von Blou).
High Jinks Selection (Friml).
L'Estudiantina (Waldteufel).
All America March (Taylor).

5:15 P. M.

Organ Amphitheatre—Royal A. Brown at the Organ.
"Lass Doo" from the organ suite "The Marriage Mass" (Dubois).
An Elizabethan Idyll (Noble).
Etude for the Pedals Alone (Briqueville).
Old Kentucky Mountain Song, "He's Gone Away" (Brown).
Toccatina—Humoresque, "The Primitive Organ" (Yon).
Gavotte, from "Iphigenia in Aulis" (Brahms).
Moment Musicale (Schubert).
Minuet in Antique Style (Seeboeck).
Processional March, from the Opera "The Queen of Sheba" (Gounod).

TUESDAY, OCT. 22
4 P. M.

Organ Amphitheatre—Official Exposition Band, Julius Leib, director.
Cruiser Hamard March (Strube).
Sicilian Vespers Overture (Rossini).
Ghost Dance Descriptive (Salisbury).
Selection "Hit the Deck" (Yoeman).
Estellito Waltz (Herbert).
The Thunderer March (Sousa).

5:15 P. M.

Organ Amphitheatre—Ray S. Macdonald, F. A. G. O., guest organist.
Fantasia in C minor (Bach).
Erotikon (Grieg).
Waltz, Wiener Blut (Strauss).
Finale from 1st Sonata (Guilmant).
Dreams (Wagner).
Angelus (Massenet).
Scherzo (Chambered Nautilus) (Stewart).
Overture, The Beautiful Galathea (Suppe).

7:00 P. M.

Organ Amphitheater — Old California Spanish Fiesta. Jose Arias, director; Carlos Arenda and His Troubadours; Barbra Beck, soloist; Marianita, dancer; Elenita, soloist; Hemphill School of the Dance.; Bell Canto Sextet.
Spanish March, Orchestra.
Besos y Ceresas, Elenita.
Fado, Marianita.
Lady of Spain (request), Orchestra.
Adios Muchachos (Elenita).
Bonita Pie "Jota" Hemphill School.
Request number, Barbra Beck.
Bulerias, Marianita.
Espana, Elenita.
Recitation, "Poem of California," Betty Butler.
Dance, Currito de la Cruz.
"Chiquita."
Vaya por Uste, Marianita.
Rosita, Barbra Beck.
Dance, Sevillanas.
Cielito lindo, Elenita.
Alegrias, Marianita.
Night Fall in Granada, Sextet and Dance.

QUINTS THEME SONG?

James Melton, whose tenor voice is heard on the "Beauty Box Theater" programs over NBC, proposes the selection, "I Was Lucky to Be Born at the Same Time as You," as a theme song for the coming network program on which the quintuplets will appear in person.

AIR-CONDITIONED
TOURIST SLEEPERS
Santa Fe
AND CHAIR CARS
★ Made Popular by New Air-Conditioned Cars and New Methods.
★ Prominent Improvements in all Santa Fe Low-Fare Accomodations Lead the way in Transcontinental Speeded Travel.
★ Pullman Tourist Sleeping Cars, at one-half the berth cost of Standard Pullmans, now have:
• Rich Furnishings
• Immaculate Berths
• Model Dressing Rooms
• Porter in Charge
• Thoroughly Air-Conditioned and Dust-proof Comforts
★ And New Chair Cars, Still Lower Cost, have:
• Improved Reclining Chairs, Double and Revolving
• Attractive Upholstery and Colorings
• Lounge Room
• Full Air-Conditioned Luxuries
★ These Cars are Honored with Exclusive Santa Fe Fast Train Service, The Navajo and Grand Canyon Limited.
★ FRED HARVEY COMPLETE and most Inviting Dining Room Meals are an enjoyable and economical part of the Journey.
santa fe TICKET OFFICES AND TRAVEL BUREAUX
300 BROADWAY and SANTA FE STATION
PHONE FRANKLIN 2101 SAN DIEGO

'Scoundrel' In Last Day

Noel Coward's first starring picture, "The Scoundrel, which was made for discriminating audiences, will abruptly terminate its run at the Mission tonight, for lack of patronage. This may be its final San Diego showing. "Shanghai" and "Front Page Women" replace, beginning tomorrow.

LAST TIMES TODAY
'EVERY NIGHT AT EIGHT'
AND
'HI, GAUCHO'
TOMORROW!
"WAY DOWN EAST"
Rochelle HUDSON Henry FONDA Slim Summerville
A girl fighting to love...and be loved!
Plus
VINA DELMAR'S
"BAD BOY"
With
James Dunn - Dorothy Wilson
CALIFORNIA
4TH AND C. F-3618

Seats Now Selling for
7 SPECIAL FULL EVENING PERFORMANCES OF
'HAMLET'
WEEK BEGINNING SAT., OCT. 26, 8 P. M.
Globe Theater Box Office
Thearle Music Company
Hotel del Coronado
Central Drug Store, Coronado
Redding's Book Stare, La Jolla
Cabrillo Drug Store, 5th & Laurel
Ace Drug Store, Mission Hills
Sale limited to 500 seats for each performance. Tickets $1.00. Expo souvenir coupon not honored.

TAP DANCING
For Adult Beginners
ENROLLING for CLASSES EVERY MON. and THUR. EVES., 7:30
ENROLL AT ONCE ANATOLE SHAP, TEACHER AT

Ratliff Dance Studios
1106 Broadway Phone F. 2655

New Pictures

IN BRIEF

"Three Live Ghosts." MGM. Talkie version of the famous comedy of three escaped prisoners of war. With Robert Taylor. In production.

"Mother Lode." RKO. Story of the gold fields, starring Richard Dix and Leila Hyams. Now in production.

FOX
GARBO
F. March - F. Bartholomew
in "ANNA KARENINA"
BURNS & ALLEN
in "Here Comes Cookie"
Popeye Cartoon
PLAZA
DICK POWELL — RUBY KEELER
'Shipmates Forever'
—And—
"Thunder In the Night"
NORTH PARK
EDWARD ARNOLD
"DIAMOND JIM"
—Plus—
Katharine Hepburn
"ALICE ADAMS"
...EGYPTIAN...
Will Rogers
"STEAMBOAT ROUND THE BEND"
—PLUS—"SMART GIRL"
"Who Killed Cock Robin?"
FAIRMOUNT
Sir Guy Standing—Richard Cromwell
"ANNAPOLIS FAREWELL"
—Plus—Joe E. Brown
"BRIGHT LIGHTS"
Mickey Mouse
BALBOA
JOE E. BROWN
"BRIGHT LIGHTS"
— Also —
"Annapolis Farewell"
and "Who Killed Cock Robin"
MAT 20c MISSION EVE 25c
LAST DAY
NOEL COWARD
"THE SCOUNDREL"
—Also—
Joan Blondell - Dick Powell
"Broadway Gondolier"
SEVILLE
PHONE—CHULA VISTA 76
GABLE-JEAN HARLOW-BEERY
"CHINA SEAS"
Also Marion Davis-Dick Powell
"PAGE MISS GLORY"

"The Bright Spot of Chinatown"
Nanking Cafe
Cor. 5th and Island
DINE
Complete Chinese Menu
DANCE
(Orchestra)
8 P. M. to 2 A. M.
Sat. open until 3 A. M.
DRINK
Finest liquor obtainable
Complete Bar Service
Also assortment of imported Chinese liquors
467 FIFTH AVE.
Ph. M. 4324

HILLCREST
5th AVE. near UNIVERSITY • HILL. 1570
(6:30) Cartoon - News (25c - 20c)
'Don't Bet on Blondes'
WARREN WILLIAM
GUY KIBBEE
"LOVE ME FOREVER" GRACE MOORE
Broadway
8th & Bdwy. M. 8078
RICHARD DIX in "ARIZONIAN"
Also Spencer Tracy and L. Young in
"MAN'S CASTLE"
NEW VISTA
UNIVERSITY AVENUE at 42nd STREET
JAMES CAGNEY in "G. MEN"
— Also —
SALLY EILERS in "CARNIVAL"
3325 Adams Ave. Phone R. 4770
ADAMS
"BECKY SHARP" Miriam Hopkins, Frances Dee
"SILK HAT KID" Lew Ayres, Mae Clarke

JAMES B. ABBEY
Deputy District Attorney
CLAUDE CHANDLER
Mattoon Settlement Campaign Committee
TONIGHT (Monday)
KFSD 7:30 o'Clock
KGB 5:45 o'Clock
MATTOON ACT RELIEF
"The Official Attitude"
"The Relief Angle"
Two short, snappy, interesting and meaty chats over the radio FOR ALL THE PEOPLE OF THIS COUNTY.

SMITH PENCILS CARTOON, THEN GOES TO DEATH

'The Gumps' Creator Crash Victim After Drawing 'Old Doc Yak'

By United Press

CHICAGO, Oct. 21.—Sidney Smith, 58, creator of "The Gumps," spelled out "Good Night" with the eyes, ears and whiskers of "Old Doc Yak," stepped into his automobile and drove down a highway to his death.

The light car collided with an automobile driven by Wendell Martin, Watseka, early Sunday, just south of the Wisconsin line, hurtled off the road, and crashed into a power pole. Smith was killed outright. His head was nearly severed. Martin's hip and jaw were fractured.

Drew Friend Sketch

Smith made the pencil sketch of "Old Doc Yak," a goat used in an earlier comic strip, for the proprietor of the Bubbling Over Tavern, where he stopped at 3:30 a. m. while en route to his 2200-acre farm near Shirland. It was his last drawing.

Funeral services will be held Wednesday at the Chicago residence. Surviving are his wife, Mrs. Kathryn Imogene Smith, and two children by former marriages, Mrs. Gladys Smith Luckow of Lauderdale Lake, Wis., and Robert Sidney Smith Jr., 25, Phoenix, Ariz.

The Tribune revealed that "The Gumps" cartoon was conceived in 1917 by J. M. Patterson, then active in directing the affairs of the paper. It has appeared daily since.

Had New Contract

Smith signed a new three-year contract with a two-year option with his syndicate Saturday night, and was planning a western vacation. He was to receive $150,000 a year. In 1922, he signed what was said to be the first $1,000,000 contract ever given a comic strip artist. It was for a 10-year period.

Born in Bloomington, Ill., Smith began his career as a cartoonist at the age of 18 on the Bloomington Sunday Eye in 1895. He worked for newspapers in Indianapolis, Philadelphia, Pittsburgh and Toledo before coming to Chicago.

Coroner C. H. Cook of McHenry county postponed an inquest until Oct. 30. There were no witnesses to the crash, which was discovered by a state highway policeman.

SON OF ROGERS WINS IN RODEO

By United Press

VICTORVILLE, Cal., Oct. 21.—Jimmy Rogers, eldest son of Will, late cowboy philosopher, held an amateur record for calf roping today, established in a non-professional rodeo dedicated to his father's memory.

Mrs. Betty Rogers, widow of the comedian, watched from the bleachers while her son lassoed and threw a 425-pound calf in 25 seconds. She hurried to the rodeo grownds unbeknownst to her son because she feared he might be hurt.

Jimmy escaped with a sprained thumb, but his luck was out when he tried it at bronc riding. A picher called Frank Scully, threw him in two seconds.

About 8000 persons, including many motion picture celebrities and friends of Rogers, saw the show.

SHORT 'CHUTE JUMP SAVES FLYER'S LIFE

CORNING, Cal., Oct. 21.—Julius Hudson, Sacramento aviator, saved his life yesterday by leaping in a parachute when only 500 feet above ground after his plane went into a tailspin at a height of 2000 feet during an air carnival here.

Hudson landed uninjured on the north edge of the airport. The plane crashed at the opposite end of the field and burst into glames. It was completely destroyed.

A large crowd attending the show believed Hudson's act was part of the stunt program until the crash was explained over the loudspeakers.

All cases of blindness resulting from "babies' sore eyes" are preventable by giving new-born babies a simple prophylatic treatment.

First Pictures Of Disastrous Helena Quake

Above, graphic evidence of the force of the most recent of many earthquakes in Helena, Mont., is shown in this picture of the wreckage of the National Biscuit Co. warehouse. The chimney fell through the building in an earlier temblor, and the most severe one Friday night completed the destruction. Damage throughout the city is now estimated at $2,500,000.

Ruined homes like the one pictured here dot the capital city of Montana following a series of earthquakes during the last two weeks. Two persons were killed and scores injured. Two families fled a few seconds before the wall of this duplex dwelling collapsed. Such scenes were common throughout the city.

The Mattoon Act Muddle

(Continued From Page One)

specific guarantee of how the Supervisors will proceed, what the districts will pay, how they will pay, what is anticipated in the way of general improvement of the county tax situation, and how the interest of all concerned — property owners, bondholders and average citizen—is to be protected.

◇ ◇ ◇

SEC. 14 of the resolution contains a most important guarantee. Setting out that "before any monies may actually be paid out in aid of any district or for the refunding or adjusting thereof, the Supervisors shall by SEPARATE RESOLUTION duly adopted, declare the public convenience and necessity demand that the general county interest will be served and promoted by the expenditure of such monies," this section concludes—and please mark these words:

"Such resolution shall SPECIFY IN DETAIL the amount to be contributed or expended for such district, the MANNER in which the same is to be used, a concise STATEMENT OF THE FACTS and circumstances showing the manner in which and THE REASON WHY the general county interest and welfare will be served and promoted by the expenditure to be made."

Do you realize the significance of this pledge? It means that each and every settlement within a district under the $2,600,000 bond issue will be a separate proceeding before the Supervisors—and this means that if ANY CITIZEN, for ANY REASON WHATSOEVER, feels the settlement being made is not to his best interest, HE WILL HAVE AN OPPORTUNITY TO PROTEST and to protect his interests.

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TO EMPHASIZE further, all this means that if you vote the $2,600,000 settlement bond issue to finance the wiping out of the $14,000,000 of bonds and coupons which are crushing 56 improvement districts to death, and which threaten the tax security of the entire county, you are not "railroading" yourself and your fellow citizen into anything. You are not "turning over $2,600,000 for the Supervisors to play with."

Every single settlement, in every district will be a separate negotiation and a separate proceeding. Citizens within a district, therefore, will have every opportunity, when the settlement program reaches them, to "have their say" on what's being done.

NEXT—Under the settlement plan, the districts do not "escape" any taxes they may be able to bear; they are merely relieved of impossible tax assessments.

'WOLF' VICTIM'S IDENTITY FIXED

By United Press

AUBURN, Cal., Oct. 21.—Identification of the red-haired youth admittedly slain several months ago by Earl Kimball, "Werewolf of Fulda Flat," as Virgil Robert Smith, 16, of Porterville, has been further substantiated, Sheriff Elmer Vum said today.

Clothing taken from the body and other articles of wearing apparel found in Kimball's cabin were identified as Smith's by Mrs. Essie Gibbs of Slough House, the boy's aunt. Leo Fontz, clerk in an Emigrant Gap store, said he believed a photograph of Smith to be that of the youth who had lived with Kimball at Fulda Flat.

Kimball, under sentence of death for the murder of James Kennett, retired Chicago contractor, is in Folsom prison pending outcome of a supreme court appeal.

VETS MUST PAY FEES FOR CARS

By United Press

SACRAMENTO, Oct. 21.—Exemption of veterans from the new state automobile tax which becomes effective Jan. 1, does not mean that veterans may discontinue paying the usual $3 automobile license fee, Department of Motor Vehicle officials pointed out today.

The $3 fee is not a tax and veterans never have been exempt from paying it. The new vehicle tax, however, will be levied in lieu of county and city property taxes on cars. It will amount to $1.75 per $100 valuation of the automobile, and will be in addition to the regular $3 license fee.

Attorney General U. S. Webb has ruled that veterans could apply their $1,000 property exemption privilege to their automobiles, if they desired, thereby escaping the new auto tax.

CLERK DROWNS IN SHAVER LAKE

By United Press

FRESNO, Cal., Oct. 21.—Search for the body of Cecil E. Jackson, 30, Orange Cove hardware store employe, drowned yesterday in Shaver Lake, continued today under the direction of deputy sheriffs.

Jackson was drowned when a rowboat from which he was fishing with two companions was overturned. The other two fishermen, Harry Kimes and Laurel Robbins, managed to swim ashore.

MASS SESSION OF TOWNSEND CLUBS SLATED

Townsend clubs in San Diego will join with those throughout the nation next Sunday in mass meetings. The local units will gather in Russ Auditorium at 1 p. m. on that day with Charles J. Creller, acting as master of ceremonies.

An effort is being made to secure Rep. John Steven McGroarty, author of the old age pension bill introduced in the last Congress to give the principal address.

Musical Program

Bonham Brothers' Boys Band, conducted by Jules F. Jacques, and the vocal sextette of Central Park Club 55, will furnish music.

A committee of club officers appointed to have charge of the meeting, is composed of Mrs. W. J. Anderson, Club 5, chairman; A. B. Beers, Club 7; A. M. Wright, Club 20; Charles J. Creller, Club 22; Mrs. Maud Stubbs, Club 31; Mrs. A. N. Downs, Bostonia, and James A. May, Coronado.

Other Committees

Other committees include:

Finance: Mrs. Maud Stubbs, Club 31, chairman; Mrs. C. D. Robinson, Club 19; Mrs. G. D. Stead, Club 26; Mrs. Mary Freeman, Club 31; Mrs. C. E. Duvall, Club 51; Mrs. Fanny Judy, Club 57; G. Frederick Clark, auditor.

Floral: Mrs. Nora Baker, Club 22, chairman; Mrs. Martha Merrill, Club 9; Mrs. Anna M. Elliott, Club 28.

Ushers: A. B. Beers, chairman, Club 7; H. A. Beery, Club 2; Dr. Charles Rosedale, Club 4; A. L. Griffith, Club 9; W. J. Douglas, Club 10; T. R. Kinney, Club 12; W. S. Montgomery, Club 14; N. C. Lollick, Club 15; Myron G. Harris, Club 17; J. I. Cahil, Club 18; Arthur Baylor, Club 20; E. F. Burns, Club 22; Louis Wagoner, Club 23; Sydney Scott, Club 25; A. V. Cazenave, Club 27; Joseph Treend, Club 28; W. A. Seidel, Club 33; A. E. Cassady, Club 39; A. R. Kennedy, Club 41; W. P. McClure, Club 43; C. W. Bowman, Club 50; C. E. DuVall, Club 51; A. P. Crane, Club 53; L. F. Woolsey, Club 56; Lewis R. Kirby, Club 57.

Ushers will meet for instructions Wednesday night at 9 p. m. at 856 Eighth-av, following a meeting of officers.

'SWEETHEART' IS WINNER AT K. C.

By United Press

KANSAS CITY, Mo., Oct. 21.—Sweetheart on Parade, owned by Mrs. W. P. Roth, Redwood City, Cal., was the belle of the evening at the American Royal Livestock and Horse Show here last night, winning the fine harness event as she won the grand championship five-gaited horse events in 1931 and 1932.

The fine harness event was the feature of last night's program at the show. Second place went to Mrs. Chester C. Michael's Winganeck Day Dream of Kansas City and third to High Tide from the Carnation stables at Pomona, Cal.

The combination class for five-gaited saddle horses was captured by Montgomery Miss, ridden and driven by Jack Schneider, Jefferson City, Mo. Blue Bonnet, owned by E. A. Gibson, Independence, Mo., was second.

CALIFORNIA FARMERS TO BE POLLED ON AAA

By United Press

BERKELEY, Oct 21.—The University of California, College of Agriculture, arranged today for a secret ballot among California ranchers on the desirability of continuing hog birth control and corn limitation measures.

All corn and hog raisers, whether they have participated in the AAA program or not, are permitted to vote either by secret ballot at designated polling places or by mail on Oct. 26.

DIESEL COURSE TO START

At popular request a new course in Diesel engines will start this evening in Hoover Evening High, room 101, from 7 to 9 p.m. The instructor is Paul S. Schaubel who has attracted very large classes at San Diego and Sweetwater Evening High schools. The class will meet on Monday and Wednesday evenings each week.

Griffing Bancroft Jr. Has Family Fame To Maintain

This is the fifth of a series of articles on San Diegans whose ancestors were famous in national and international fields. The Sun is interested in learning the names of other San Diegans who may come under the same classification.

By FRANK MACOMBER

Gigantic is the task which faces Griffing Bancroft Jr. His task appears to lie in the fact that his father, Griffing Sr., is an author and lecturer and his grandfather, Hubert Howe Bancroft, was the famous historian.

News Hawk

Griffing, Jr., who lives with his parents at 2525 First-av, has been a newspaperman for the past five years, but his ambitions have not been stemmed at this point. During that five-year period he has studied law and has gathered one of the most complete private collections of bird embryology in the United States.

But his efforts must be Herculean indeed if he expects to duplicate the work done by his grandfather—the writing of more than 60 volumes of history which covered the early history of Central America, Mexico and Western United States.

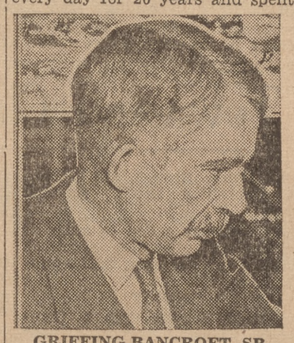
"I have no illusions about approaching my grandfather's mark," young Bancroft smiled. "He was a man who worked eight hours every day for 20 years and spent more than a million dollars gathering material for his works. It would be difficult enough putting in the eight hours daily. The last part is even more impossible."

GRIFFING BANCROFT, JR.

Hubert Howe Bancroft, born on an Ohio farm, came west in 1848 and lived in the heart of the mining districts during the Gold Rush. He worked in stores in San Francisco and Eureka, saving money until he bought a partnership in a bookstore in the former city.

The bookstore later became a thriving publishing house. Before he realized it he was a rich man.

Griffing Jr. already has a slight start on the career of his illustrious grandfather. He has written, in collaboration with Francis W. Hilton, a complete historical novel of a pre-Conquest Mexican emperor, based on a biographical incident in the life of Nezahualcoyotl, or "Fasting Coyote."



GRIFFING BANCROFT, SR.

PASADENAN'S HAT LONE CLUE IN GIRL KILLING

By United Press

LOUISVILLE, Ky., Oct. 21.—The broken body of a pretty young woman, about 22, lay unidentified in the morgue today while police hunted the slayer who dumped her on a road in an exclusive residential section.

A man's hat bearing the label of a Pasadena, Cal., hat shop was beside the body when it was discovered early Sunday.

A handkerchief found in her purse was embroidered with the name "Evelyn." A white gold ring with a small diamond was on the third finger of her left hand.

The girl had brown curly hair, light blue eyes and small features. She was about five feet tall and weighed 115 pounds. Nearly 100 persons viewed the body, but none was able to identify her.

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Factory relasting and finishing. Guaranteed Shoe Re-Newing
Modern Shoe Re-Newing
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YOUR AUTOMOBILE OR FURNITURE
Money Now When You Need It
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4th and B St. M-1603

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MONEY SAVING VALUES
in Fresh Fruits and Vegetables
Use more garden-fresh fruits and vegetables in your menu planning because they represent High Food Values at Low Cost.

LIMA BEANS 3 lbs. 10c — Fancy fresh
BELL PEPPERS each 1c — Right sizes for stuffing
EGG PLANT 3 lbs. 10c — Finest quality
CARROTS 2 bunches 5c — Large fresh bunches
APPLES 9 lbs. 25c — Roman Beauty—for baking
CRANBERRIES lb. 15c — Fancy Eatmor Brand
DATES California lb. 10c — New crop—Choice fruit
GRAPES Muscats 3 lbs. 10c — Tokays or Ribiers
BANANAS 4 lbs. 25c — No. 1 quality—Ripe
PEARS 4 lbs. 19c — Fancy Mountain Bartletts

LA FRANCE BUTTER lb. 36½c — Fresh Creamery—in quarters
AIRWAY COFFEE lb. 15c — See it ground—Know it's fresh, 3 lbs. 44c
NEW CROP PRUNES 4 lbs. 25c — 30-40—25 lb. box, $1.53
PRUNES Del Monte 2 pkgs. 25c — 2 lb. pkg.—Large size—New crop
RAISINS Del Monte 2 15 oz. pkgs. 11c — New crop seedless (seeded 15 oz., 3 for 20c)
DEVILED MEAT ¼s each 3c — Economy Brand, doz. 35c
MARGARINE 2 lbs. 30c — Troco—Hollywood Hankie Free with
COMFORT TISSUE 4 rolls 25c — And 1 roll Zee paper towels Free
CANE SUGAR 10 lbs. 53c — 5 lbs. 28c
White King, Granulated, lg. pkg. 31c

Bakery Features
MONDAY — Almond Snails 3 for 10c
TUESDAY — Jelly Rolls each 10c
WEDNESDAY — Cinnamon Donuts 6 for 10c
A. Y. BREAD — White or Wheat — 1 lb. loaf 8c; 1½ lb. loaf 10c; Rye or French loaf 10c
Fresh rolls and pastries in many varieties.

Mayonnaise — Aristocrat — Pt. 23c Qt. 38c
Salad Dressing — Salad Serve — Pt. 20c Qt. 34c

QUALITY MEATS
PORK CHOPS 27½c lb. — Blade end (center cuts 32c)
BEEF Ground, 12½c lb. — For tasty patties
MEAT LOAF 22½c lb. — Correctly ground and seasoned
BEEF ROAST 22½c lb. — Boneless—rolled, tied
DILL PICKLES 1c ea. — Fresh and Crisp
SLICED BACON 20c — Sweet Rasher—cello wrapt, ½ lb. pkg.
Shortening 3 lbs. 27c — In bulk

Prices effective Mon., Tues., Wed., Oct. 21—22—23

5 P.M. is a test of how you FEEL

"How do I feel.... Swell!—why do you ask?"

IT is all so simple, too! That tired, run-down, exhausted feeling quite often is due to lack of a sufficiency of those precious red-blood-cells. Just build up these oxygen-carrying cells and the whole body takes on new life... food is really turned into energy and strength ...you can't help but feel and look better. S.S.S. Tonic restores deficient red-blood-cells... it also improves the appetite and digestion. It has been the nation's standby for over 100 years... and unless your case is exceptional it should help you, too. © S.S.S. Co.

Insist on S.S.S. Tonic in the blood-red cellophane-wrapped package. The big 20-oz. size is sufficient for two weeks' treatment... it's more economical.

S.S.S. TONIC Makes you feel like yourself again

LIGHT AN OLD GOLD for young ideas

Stimulating... BUT NEVER IRRITATING

San Diego's Better Housing Program

REMODEL REPAIR

Sponsored by Federal Housing Administration, Washington, D. C.

Make Your House A Home

S. D. ROOFING WORK SPEEDS UP IN S. D.

Asbestos Products Co. Busy With New Contracts

Roofing contracting business lately has picked up sharply according to Wm. Stiegerwald of the Asbestos Products Co.

Included in this firm's new contracts is the Anna C. Wetzell mansion on Rosecrans-st, where Alhambra tiles are being used. Walter Trepte is general contractor for this home, which is expected to be completed within the next three months, costing approximately $60,000.

Other new roofing contracts Asbestos Products Co. has under way are the Alfred D. La Motte home, 3557 Third-av, two apartment flats at First and Thorn, owned by Mrs. Alda Ferris, and the Hawley apartments at Fourth and Union-sts.

White Paint Scares Off Orient Trade

Charles H. Benton, president of the Benton Roof & Paint Co., 2136 Kettner-blvd, has assembled the following interesting "paint facts" for The Sun:

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In Mourning

The use of certain colors sometimes has unexpected results. One example: A large oil company with filling stations in China painted them white. The Chinese, however, did not come to buy. Probable reason: White is the color of mourning among the Chinese.

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Proper Primer

Porous surfaces—wood, plaster, wallboard, etc., must be sealed with the proper primer as specified in each case. Otherwise the finish "strikes in" and even three coats applied over such a surface may continue to soak in unevenly and appear spotty. Such a finish does not wash easily or wear well.

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Varnishing Walls

Any painted wall may be varnished over. It is a common practice to varnish fine Tiffany glaze finishes as well as plain walls, for reason of protection.

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Restful Blue

Morning blue is a lovely color for breakfast room walls. Your painter can mix it with Prussian blue, light green, raw sienna, black and a white base.

NEW ROOF LAID ON N. C. SANITARIUM

More than a quarter car-load of composition-shingle roofing has been laid on the Elwyn Sanitarium, 640 National-av, National City, and on the home of Dr. Carl S. Owen, 1206 National-av, in the same city, who owns the sanitarium. Title I National Housing Act loans were used in financing this large roofing job.

The Noyes Maintainance Service had charge of the work, while the roofing materials were supplied by the Jones-Moore Paint house.

IS YOUR ROOF READY?

FOR EXPERT ROOF SERVICE

Call Franklin 5108

(Roof Contract Dept.)

Use our 25 years successful roofing experience for all types of re-roofing—painting and repairing roofs.

ROOF & PAINT BENTON COMPANY

2136 Kettner Blvd.

(Near Ivy Street)

Modernization Waves Its Magic Wand

An old residence, of a type popular in the "Eighties," is shown at the top from a picture taken several years ago. Below is the same house shown after modernization.

BUILDING LOANS TO BE PUSHED

Passage of Title 11 National Housing Act loan applications through the local offices of the Federal Housing Administration, 347 W. Broadway, will be speeded up, Mgr. Edward A. Walsh, has informed material dealers, manufacturers, builders, financiers and the local members of the Associated General Contractors.

This announcement received approval of FHA officials who met with the local dealers Tuesday in the Chamber of Commerce auditorium. The FHA representatives were Capt. W. G. Bingham, Frank B. Keelan, H. R. Thompson and Troy Hewett, assistant to W. D. Flanders, National FHA field director, Washington, D. C.

Roy E. Hegg, chairman of the Better Housing program, urged action to relieve the acute housing shortage in San Diego. V. R. Dennis, president of the Associated General Contractors, acted as chairman, assisted by M. A. Mathias, H. V. Davidson and DeWitt K. Priday, general manager of the Better Housing program.

HEATING - COOLING SYSTEMS POPULAR

Popularity of the Marvelaire heating and cooling system among San Diego home builders is increasing rapidly, according to Maj. H. B. Oakleaf of the Peterson Lumber and Finance Co., who reports 18 sales of the systems since August, when his firm began handling the agency.

Marvelaire systems now are in progress of construction in the homes of A. E. Parrish 5092 35th-st; L. H. Brown, El Cerrito; J. F. Blanton, Hillsdale-rd, Virgil Scott 4314 Jefferson, and P. W. Walzer, 4386 Cherokee-st.

Townsend Club Activities

San Diego Branch, 856 Eighth-av.—Exposition booth, Spanish village.

All meetings called to order at 7:30 unless otherwise specified. The sessions are open to the public.

TODAY

Normal Heights Club 3—Community Church, Mansfield, near Adams. John H. Weir, national organizer, OARP speaker.

Mission Hills Club 5—St. Vincents Hall, 4037 Ibis-st. Dr. David Buchanan, speaker.

Fairmount Club 12—Rogers Chapel, 41st and University. KNX broadcast.

Hillcrest Club 17—Merkley's chapel, 3655 Fifth-av. Judge George Irving, speaker.

El Cerrito-Monticello Club 28—El Cerrito Church, 58th and El Cajon-blvd. Ex-Senator Wm. E. Harper, speaker.

Club 43—4232 El Cajon-blvd. Open forum.

Golden Hill Club 53—Parish hall, 24th and Market-sts. 6:30 p. m. Pot luck dinner. Business session follows.

Central Park Club 55—Mt. Zion Baptist church, 3045 Greeley. Celebrates first birthday. Social time. Geo. F. Eakin, speaker.

La Mesa Club 1—Grammar school auditorium. Paul Sullivan, deputy assessor, speaker.

Ocean Beach Club 1—Woman's Club house. J. H. McKinney, speaker.

TOMORROW

Church of Brethern Club 2—McCoy studio, 3530 University-av. Open forum.

Downtown Club 4—920 Eighth-av. Dr. David Buchanan, speaker.

Euclid Center Club 7—United Brethren church, 48th and Polk-sts. John H. Weir, state representative, speaker. Public invited.

North Park Club 9—Trinity M. E. church, 30th and Fir-sts. W. P. Childress, speaker.

Club 10—Friends church, 19th and Market-sts.

East San Diego Club 22—Fairmount Baptist church annex. Fairmont and Polk-sts. Geo. F. Eakin, speaker.

Cypress Club 26—University Christian church, Cleveland and Richmond-sts. Judge Lloyd Griffin will speak to young people on "The Constitution."

Burlingame Club 51—Brooklyn Heights Presbyterian church annex, 30th and Fir-sts. O. M. Swope, county recorder, speaker. White Elephant sale. Bring anything you wish to dispose of. Clubs 19, 23, 48 guests.

WEDNESDAY

Officers Club—Headquarters. John H. Weir, presiding.

Inspirational Heights Club 31—2 p. m. Headquarters.

Club 42—2 p. m. 2244 Second-st. Open forum.

THURSDAY

Club 20—Church of San Diego, Second and Beech-sts.

National City Club 1—Central School auditorium. Geo. F. Eakin, speaker.

FRIDAY

Chula Vista Club 1—Chamber of Commerce.

LANDSCAPE PROJECTS

Three new landscape and garden contracts recently awarded to the Kniffing Nurseries include the La Jolla postoffice grounds, the lawn of Mrs. Willard Holmstrom at 3918 Alicia-dr, the grounds of the Marshall home on College Way.

Observers state that a trap door spider never leaves its hole; but in catching insects the spider merely springs out, keeping hold of the hole with its hind legs.

J. J. Smiley

Contractor and Builder

Repair Work A Specialty

4928 Vista Place

Tel. R. 8880

MAP DISCLOSES FIRM'S RECORD

A map of San Diego and its suburbs, eight by three and a half feet, marked with various symbolic pins and showing every vacant lot by number, is a new addition to the "Home of Ideas," in the Peterson Lumber and Finance company's sales rooms.

In addition to showing prospective builders all the firm's building activities, the map serves to determine as to whether any particular lot is subject to Federal Housing Loan privileges.

During the past two years the Peterson Co. has constructed more than 300 homes, fifty per cent of which is financed, according to officials. Two-thirds of these homes the firm equipped with heating facilities for which they are agents. All of these facts are shown on the new map.

SAN DIEGAN TAKES OUT HIS THIRD LOAN

E. C. Comstock, 943 17th-st, has taken out his third NHA loan under Title I and has extensively remodeled his house into income producing property.

A two-family Monterey style flat having eight rooms has been added to his house, the rentals from which will take care of amortizing the loan and bring in added revenue. Mechanical refrigeration and linoleum were also included in the cost handled by the loan.

The work was handled by the Noyes Maintainance Service, the Dixie Lumber Co. furnished the lumber; the Jones-Moore Paint House the roofing, paint and linoleum, while the loan was secured through the San Diego Trust and Saving Bank.

PAINT STORE'S NEW HOME IS ACCLAIMED

At the formal opening of the new home of Frazee's paint store, Broadway at Tenth, old timers compared the new store with the original Sherwin-Williams store opened in the old Express block 33 years ago, pointing out that the present store reflects faithfully newer trends.

Sam R. Frazee and Robert Frazee, owners, received many congratulations on their new business home.

COUNTY CAN ACT ON PENSION, SAYS WOOD

Under terms of an amendment to Section 4, Old Age Security act, provision is made for receiving applicants for aid by the county Board of Supervisors, according to advice from the office of Fred B. Wood, legislative counsel supplied to the San Diego Board by Sen. Ed Fletcher.

To clear up the question of authority of the Board in connection with the act, Wood submitted an opinion which states that "in the event the application is denied, the applicant may file a petition with the department of social welfare and if the appeal is sustained by the department, payment of aid in the amount determined by the department must be made by the county as provided."

Nearly 2000 farms in New York State have adopted this summer the device of tattooing chickens in a drive to reduce chicken stealing.

Fearing that dentists may yet face a gold famine, University of California College of Denstry is testing stainless steel and other metals for dentures.

AN EXPERIENCE COVERING 25 ROOFING YEARS

It is a recognized fact that there is no substitute for practical experience and qualified training to render efficient service in various lines of endeavor and the fact that the Benton Roof & Paint Company has been in the roofing business for 25 years in San Diego should be a sufficient recommendation that this progressive concern can be relied upon for satisfactory roofing repairs, renewing and painting of all types.

Not only does the Benton firm repair roofs and offer a complete service on various types of new roofs but they also manufacture proven quality roof coatings that can be purchased at factory-to-you savings. For example, Benton bright red and green Gilsinite roof coating is retailed for $2.25 per gallon at 2136 Kettner Boulevard and asbestos fibred roof coating at 70c per gallon in five gallon lots. Equally attractive values in Benton quality paints for every purpose, and remember Franklin 5108 for roof repairs.—Adv.

ARE YOU GOING TO BUILD?

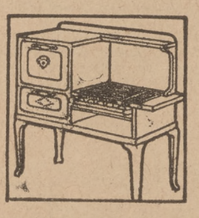
Bring Us Your Financial Problems on Building——

Let Us Help You Finance and Build on Your Vacant Lot—

Come In and Let Us Talk It Over

CENTURY LUMBER CO.

3600 Kettner Blvd. Hil. 9200



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We Can SAVE You MONEY!

We also carry a full line of new gas ranges, gasoline and kerosene stoves, electric refrigerators, washers, ironers, and Gilfillan and RCA Victor Radios. All merchandise sold on easy time payments.

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$21.93 monthly buys your $2500 home

$26.31 monthly buys your $3000 home

$35.00 monthly buys your $4000 home

$43.85 monthly buys your $5000 home

Uncle Sam's F. H. A. Loan terms are the most liberal in history.

$10 Monthly

No Money Down

MODERNIZE your bathrooms with a latest style recessed bath tub, pedestal lavatory and toilet... also glorify your bathroom or kitchen with Wonder-Tile (Wonder-Tile gives the appearance and serviceability of regular tile at a fraction of the cost)... $10 monthly does both.

It's new garage time, get yours!

$4.80 monthly buys $150 garage

$6.39 monthly buys $200 garage

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Everything for Building presented under one roof saving you time - money

GET A ROOF OVER YOUR HEAD

A New Roof costing $100 for only

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There's no Heat like

SELECTED "SLABLOCKS" OF Oregon Pine

Let' Slabwood' Solve Your Winter Fuel Problem

We Offer the Greatest Amount of Heat Units for Your Money!

WE DELIVER Loads Containing 170 cu. ft. Loose Measure or Half Loads!

CUT TO STOVE LENGTHS

Or You Can Buy at the Yard

Purchaser to furnish and fill his own sacks.

9c PER SACK

Standard grain sack, size 22x 36 in.

OR TAKE IT LOOSE IN YOUR AUTO OR TRUCK ..... PER CUBIC FOOT 4c

WOOD YARD OPEN 7:30 A. M. TO 4 P. M.
SATURDAYS 7:30 UNTIL NOON

Enjoy the pleasant odor of the North Pine Woods in your own fireplace or heater! It is ideal for home fuel where the maximum of comfort and heat is desired.

Wood Stoves CAN BE HAD AS LOW AS 98c each

BUY GOODS MADE IN SAN DIEGO

These wood blocks are by-products of lumber manufactured locally. Benson Lumber Company makes the only lumber produced in Southern California. Every board is guaranteed up to grade. We furnish means of livelihood for approximately 600 persons.

Purchase locally and keep the home fires burning

SEE US ABOUT YOUR HEATING PROBLEMS, RETAIL LUMBER, ROOFING AND BLDG. MATERIALS

Benson Lumber Co.

ESTABLISHED 1906 FOOT OF SIGBEE STREET PHONE MAIN 6194

San Diego's Better Housing Program

REMODEL — REPAIR

Sponsored by Federal Housing Administration Washington D. C.

Make Your House A Home

CONSTRUCTION OF RESIDENCES IN S. D. BOOMS

Building Industry Greatly Stimulated Here Since 1934

"Residential construction and the allied units of the building industry are providing the vast bulk of employment in San Diego. Since October 1st, 1934, repair and modernization construction alone has provided almost two and one-half million man-hours of employment." So says Roy Hegg, executive vice-president of the San Diego Building and Loan Association in stressing the importance of the local building and allied industries.

"This major activity has been stimulated tremendously by the National Housing Act with its most liberal loans in history for the financing of new construction as well as repair and modernization. San Diego Building and Loan Association records show that loan applications are about evenly divided between those for new construction and for repair and modernization.

"San Diego's ever growing navy personnel is reflected in construction activity. Among the many building loans arranged by our association this month for members of the navy colony was that for Lieut. C. L. Westhoufen. Construction of the Westhoufen home on Palm-av between Second and Third-sts, Coronado, was started this week by the R. L. Irwin Construction Co. A Spanish-type residence featuring a most interesting floor plan and an effective beam ceiling treatment, it is commanding widespread interest on the part of prospective home builders.

MEXICO ESTABLISHES BORDER GAME REFUGE

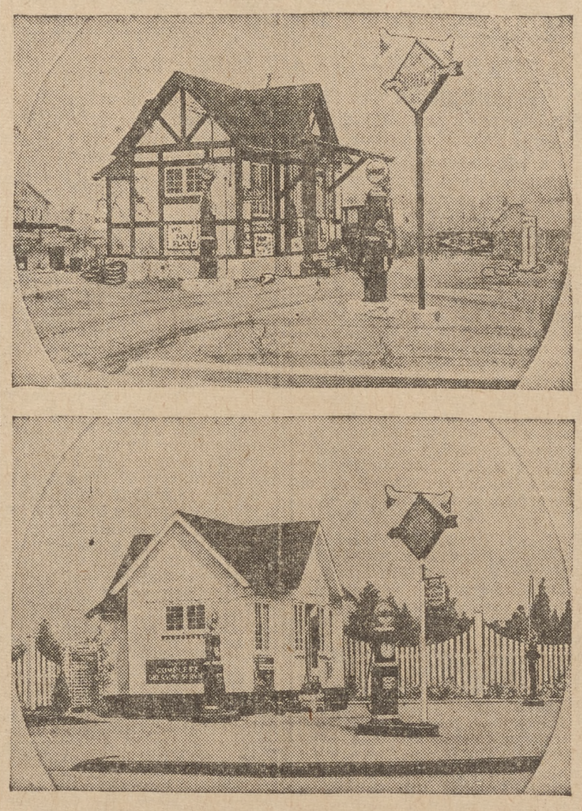
A 325-mile strip along the Mexican-U. S. border has been set aside as a game refuge to preserve Mexican wild life, according to word from Mexico City.

According to Fernando Villasenor, fish and game commissioner, this means that no hunting will be permitted anywhere along the border for a distance of 325 miles into Mexico. Americans, however, may obtain hunting licenses for the district below the zone, he said.

MASON TO SPEAK

Charles P. Mason Jr., fifth area commander, will be guest speaker at tomorrow's meeting of the Woman's Post, American Legion, in DeWitt C. Mitchell hall.

Business Repairs Pay Profit



Sales increase for a filling station when it is dressed up under the Federal Housing Administration's allowance of credit. Here are before-and-after photographs showing how an owner made his place more alluring to customers.

Builder Transforms Old Home Into Modern House

John J. Smiley, 4928 Vista-pl, has completely remodeled an old-fashioned five-room house into a modern seven-room home at a cost of $1700, the Better Housing program has been advised.

The basement and upstairs part of the house were modernized, all rooms were redecorated, and a large breakfast room, finished in knotty pine, was added, also the kitchen had new plumbing and a tile sink installed. The outside was newly painted.

Smiley, who is a designer and builder, purchased the plumbing and electrical fixtures from various San Diego firms. The Peterson Lumber and Finance Company furnished all the building materials and the paint used on the job.

"I have a wonderful view lot, overlooking Mission Valley and the mountains and want to live there and enjoy the scenery and the fine surroundings, so thought at this time when the cost of building materials are low, it was the best time to make my home modern and comfortable; also I am thoroughly in favor of the fine work done in this community by the Better Housing program in helping people to live in better homes," said Smiley.

HOUSE BUYING GAINS IMPETUS

Reports from the California Building-Loan League, according to Harold B. Starkey, president, indicate that the rate of new home acquisition is now far in excess of the rate of home foreclosures and is gaining momentum.

"This situation," he adds, "not only denotes healthier economic conditions, but also has a direct bearing on retarding the progress of radicalism.

"I do not fear any radical movement in the United States. We have too high a percentage of home owners. The impetus given to home ownership during the past few years, the more general acceptance of the building and loan amortizing mortgage by other lending institutions, and a wider appreciation on the part of the public that a man in his own home is better able to withstand economic storms, are all evidences that home ownership is bound to increase during the next 10 years."

LOAN REMODELS, REPAIRS HOUSE

Emil J. Berger, Highland-av, National City has taken out his second Title I NHA loan through the San Diego Trust and Savings Bank for about $350 for remodeling and repairing another house owned by him.

On this home, he has built a new porch, running it around three sides of the dwelling, has glassed-in a portion of it for a solarium, and has added on a new bedroom. In addition, a complete new roof of composition shingles has been laid by the Noyes Maintainance Service, and the interior of the home has been redecorated with paint.

Paint and roofing materials were supplied by the Jones-Moore Paint house, the Better Housing Program reports.

NEW CLASSES ADDED

A course in home nursing and first aid, with classes at 7 p. m. Monday and Wednesday has been added to the program of San Diego evening high school it was announced today.

The classes are conducted by Mrs. Grace Reinmiller in room 210.

Monterey Style Residence Combines Novel Features

A pleasing Monterey style home was recently completed by the Jarboe Construction Co., for Mr. and Mrs. J. A. Archard, 3330 Dumas-st., Loma Portal, it was reported to the Better Housing program.

The lower exterior walls are stuccoed, and the upper part finished with cream-colored wooden panels under a shingled roof. A Monterey balcony runs across the front of the bedroom and hallway on the second floor, and a huge living room, built as a one-story off-set, extends out in front of the home. A colonial electric lanternier lights the brick stoop in front of the doorway into the front entry. Many novel features and innovations, beauty and convenience are emphasized in this modern home.

The Century Lumber Co. furnished the building materials, and the plumbing was installed by O. W. Jordan, plumber.

PENAL SCHOOLS FIND SIX-CENT MEAL OKEH

SACRAMENTO, Cal.—If the average housewife could do her buying on large scale and exhibit the same economy as that shown by officials of California's mental hospitals and reform schools, she could set a good table for only six cents a meal per person. At the rate of six cents a meal, 26,470 institution inmates are given three good meals a day, with fruit, cereal, bread and butter, syrup coffee, milk and sugar for breakfast; meat, potatoes, vegetables, bread and butter, tea and dessert for lunch; and soup, meat, potatoes or rice or spaghetti, vegetables, bread, butter and milk for supper.

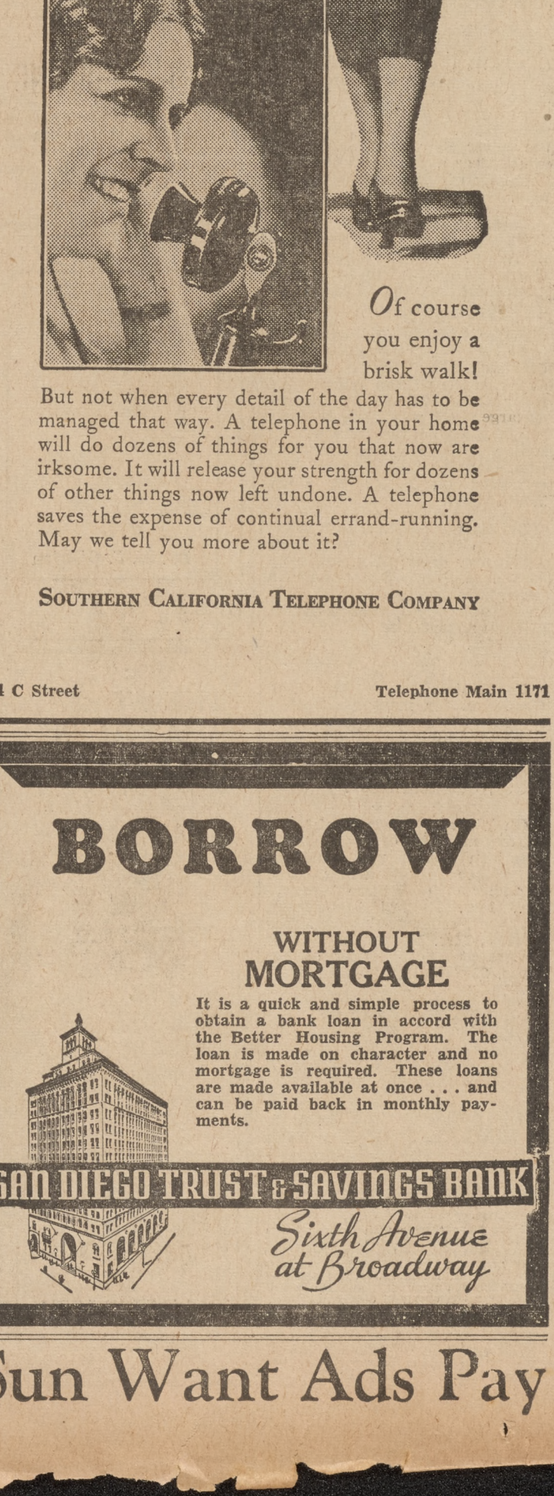
The United States ranks third in air power, among leading countries.

TOP SOIL—Small load $1.00; large load, $2.00
FERTILIZER—Special, $2.50 yd., 20c sk.
MOUNTAIN MOULD—5 bags $1.00, $2.50 yd. Decomposed granite, rock, sand, free delivery.
WASHINGTON STREET GARDEN SUPPLY CO.
First & Washington

We Are Experts and Specialize
ON ROOFING
Call Franklin 7665!
ASBESTOS PRODUCTS COMPANY
ROOFS • PAINTS • FLOORING • INSULATING • ACOUSTICAL TREATMENT
1780 Kettner Blv. Since 1912 Wm. F. Steigerwald, Owner
Certainteed Roofs Millerized for Longer Service
Free Estimates Without Obligation

Headquarters for LOANS
of every sort under the F. H. A. Title II . . . for home repair, modernization and new construction . . . also refinancing existing residential mortgage loans . . . amortizing building loans.
Established 1885
SAN DIEGO Building & Loan Association
336 BROADWAY - U.S.GRANT HOTEL BUILDING

You'll have to *walk fast* to keep up with a Telephone



Of course you enjoy a brisk walk! But not when every detail of the day has to be managed that way. A telephone in your home will do dozens of things for you that now are irksome. It will release your strength for dozens of other things now left undone. A telephone saves the expense of continual errand-running. May we tell you more about it?

SOUTHERN CALIFORNIA TELEPHONE COMPANY
914 C Street — Telephone Main 1171

MARVELAIRE
The Perfect AIR CONDITIONER and FURNACE
Read This Testimonial By Lt. Paul D. Peery
PETERSON LUMBER & FINANCE CO.
4105 Pacific Boulevard, San Diego, California.

LT. PAUL D. PEERY

October 17, 1935

Gentlemen:

I want to tell you just how much the MARVELAIRE which you recently installed in my new home has meant to me in comfort and convenience. The unit completely justifies its presence in my home on the first night.

As you know, I have just been retired from active duty in the army and only recently arrived in Coronado from Honolulu. Consequently, all my goods were in storage, and smelled considerably of moth balls. My family and I went to bed the first night under blankets that had been in storage for nearly a year, and on mattresses that have been camphored for the same length of time. About two-thirty in the morning I was awakened by my small daughter who was crying and coughing. I, too, had a dry cough and my throat felt as if were filled with cloth. After the first few dazed minutes I realized that it was the camphor in the bedding that was bothering us so much. And then I remembered my MARVELAIRE!

I threw the switch which started the air conditioner, and in less than ten minutes the whole house was cool and fresh, and in a very few more minutes we were all sound asleep again. A restless night was turned into a sound sleep and possibly serious consequences avoided, all by the use of MARVELAIRE, which certainly more than earned its right to the titile: The Perfect Air-Conditioner.

Allow me to take this opportunity to congratulate you on the excellence of your product, and to state that my whole family and I are enthusiastic boosters of its superior features.

Yours sincerely,
PAUL D. PEERY,
Lieut, U. S. A. (Rtd.)
1414 Tenth St., Coronado, Calif.

MARVELAIRE
That new MAGIC WAY Furnace and Air Conditioner that costs only a little more than a Furnace
Heats, Cools and Purifies the Air
Easily Installed in Existing Homes—No Basement Needed
NO DOWN PAYMENT
(Approved for 3-Year Federal Housing Act Loans)
Peterson Lumber & Finance Co.
4095 Pacific Blvd. — Phone Hillcrest 5161

FRAZEE'S OFFER:—
MANY MONEY-SAVING VALUES
IN QUALITY PAINTS

Thank You!

May we express our appreciation for the wonderful interest shown by our many friends and customers who visited our store last Thursday. The formal opening attracted hundreds of people to see the new home of which we believe we may feel justly proud.

To those friends and customers, we say, THANK YOU!

(Signed) Sam R. Frazee.

To get your money's worth—make every dollar buy a full dollar's worth of value—it pays to buy merchandise of known value. At Frazee's you get quality paints and wallpaper, full value for your money.

Below are a few of the many money-saving values to be found here—others await you. But, come, see for yourself.

Trial Offer of
ENAMELOID
Regular 27c Value for 12c
To give everyone an opportunity to try Sherwin-Williams ENAMELOID, we are offering, at less than half price a quarter pint can—regular 27c value, for only 12c.

Sherwin-Williams
Liquid Roof CEMENT
2½ Gallons Reduced to $1.95
Add a new seamless roof at the cost of only one coating of S-W Liquid Roof Cement; 2½ gallons, black, reduced to $1.95. Single gallon, black, 85c.

EBONOL ROOF PAINT—A tough, durable, heavy-bodied black paint for composition and metal roofs. Black, gallon, 85c; 5 gallons, $3.75.

ELASTIC ROOF PAINT—Heavy paste consistency, ground in long asbestos fibre. Always elastic. Black, 5-pound package, 65c

BARGAINS IN WALLPAPER
MEZZANINE FLOOR
The end of each season we have a few rolls each of many patterns. These we must clear out to make room for coming season patterns. These you will find reduced and clearly marked on our mezzanine floor.

Sherwin-Williams
Stovepipe and Iron ENAMEL
Half Pint For only 32c
Sherwin-Williams Stove Pipe and Iron Enamel is splendid for all metal surfaces. Will stand extreme heat. Easy to apply; dries quickly. Half pint, 32c; pint, 43c.

Self-Polishing
FLOOR WAX
One pint can Self-Polishing Floor Wax and one Lamb's Wool Applicator; $1.35 value; both for..... 98c
No rubbing or polishing required. Dries in 15 minutes.

Sherwin-Williams
POLISH-OL
30c Bottle Special 19c
Sherwin-Williams Polish-Ol dries quickly and polishes easily to a finger-print-resisting finish. 30c bottle, special at 19c. Full pint, regularly 50c, for 39c.

Sherwin-Williams
Opex Auto Polish
Pint—worth double—for 60c
Sherwin-Williams Opex Auto Polish cleans, polishes and waxes, all in one operation. Pint, 60c.

Sherwin-Williams
FLAT-TONE
One Qt. For only 85c
This Sherwin-Williams Flat Wall Paint gives dull, genteel effects, is easy to wash and comes in 16 fast to light colors. Quarts, 85c; half. gals., $1.55; gals. $2.85.

FRAZEE'S
PAINT - WALLPAPER
Broadway at Tenth

BORROW
WITHOUT MORTGAGE
It is a quick and simple process to obtain a bank loan in accord with the Better Housing Program. The loan is made on character and no mortgage is required. These loans are made available at once . . . and can be paid back in monthly payments.
SAN DIEGO TRUST & SAVINGS BANK
Sixth Avenue at Broadway

Sun Want Ads Pay

Just The Core

TODAY
in San Diego

Weather

Department of Agriculture, Weather Bureau, San Diego—Fair tonight and Tuesday with rising temperatures Tuesday.

Temperatures
(Highest yesterday, lowest last night)

City—	High	Low
San Diego	67	58
Boston	68	46
Chicago	66	58
Denver	58	32
El Paso	76	56
Fresno	78	50
Kansas City	72	48
Los Angeles	74	58
Minneapolis	72	38
New Orleans	84	70
New York	76	54
Phoenix	84	56
Pittsburgh	72	60
Portland	60	44
Sacramento	78	52
St. Louis	74	58
San Francisco	66	54
Washington	80	58
Yuma	90	54

SUN, MOON & TIDES

For Tuesday—Sunrise, 5:57 a. m.; sunset, 5:09 p. m.; moonrise, 1:49 a. m.; moonset, 2:40 p. m.

TOMORROW'S TIDES

Low	0:17 a. m.	0.9 ft.
High	6:39 a. m.	4.8 ft.
Low	12:58 p. m.	1.7 ft.
High	6:30 p. m.	4.4 ft.

DEADLY STREETS

Today's injuries	20
Year's injuries	1184
Year's deaths	44

City News In Brief

Secretary Resigns—An appointment is to be made within two weeks by the San Diego County Celery Association board of directors to fill the post of assistant secretary from which I. Kawashima has resigned to become an executive on the Japanese American News of San Francisco. He will be in charge of the San Pedro branch office.

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Hard of Hearing Party—With James Taft as master of ceremonies, the San Diego League for the Hard of Hearing will open observance of National Hard of Hearing Week with a party in Chamber of Commerce building at 7:30 p. m. today.

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Council Session Set — The Southern California Economic Council will hold its annual meeting Oct. 26 in the Exposition director's room it was announced today by Hal Hotchkiss, member and former chairman. Other county members of the council are Fred J. Hansen, William T. Hart, A. E. Holloway, and Fred Annable. Grant Holcomb, San Bernardino, is chairman.

◇ ◇ ◇

Markley Heads Chamber—New head of San Ysidro Chamber of Commerce is F. A. Markley, elected at a meeting Thursday. H. O. Brown is vice president, Ralph Schultz treasurer and Lorenz Judd secretary.

◇ ◇ ◇

Award For Thorpe—The Order of the Purple Heart will be awarded Ola A. Thorpe, San Diego attorney, for "wounds received in action" during the World War, it was learned from the War Department today. He will also be given the Silver Star award. He was wounded as a private in the 96th Company of Marines, June 14, 1918.

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Iowans To Meet — The Iowa State Society will meet tomorrow at 7:30 p. m. in the Chamber of Commerce auditorium for a program including musical entertainment and refreshments.

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Foster Adopted—His name used to be Harry L. Foster, but now it's Chief Jua Lloo Wing Ga, at least so far as the Ottawa Indian tribe is concerned. The Exposition purchasing agent was made a member of the Michigan tribe at the Indian Village yesterday. The title, meaning "Big Trader," was conferred on Foster by Chief White Cloud.

◇ ◇ ◇

Dry Farming Aid Seen—Revolutionary changes in dry farming which may bring great prosperity to the southwest were predicted here by Dr. John A. Widtsoe, U. S. C. lecturer and former president of Utah Agricultural College. Dr. and Mrs. Widtsoe were Exposition visitors over the week-end.

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To Winter Here — Mr. C. C. Cloutman, for many years Missouri Pacific freight agent at Atchison, and his sister, Mrs. Ella Dow Cloutman, will winter in San Diego and may settle here permanently, they said today.

◇ ◇ ◇

On Welfare—Marie Teufel will address members of Fighting Bob American Legion post auxiliary on welfare work at a meeting in Chamber of Commerce Wednesday, Mrs. Edward McCormick, president, announced today. Tomorrow, Mrs. McCormick will be hostess at a card party at her home, 2077 California-st.

FLUSH OUT 15 MILES OF KIDNEY TUBES

Medical authorities agree that your kidneys contain 15 MILES of tiny tubes or filters which help to purify the blood and keep you healthy. Kidneys should empty 3 pints a day and so get rid of more than 3 pounds of waste.

If you have trouble with bladder irregularity and irritation, the 15 MILES of kidney tubes may need flushing out. This danger signal may be the beginning of nagging backache, leg pains, loss of pep and energy, getting up nights, swelling, puffiness under the eyes and dizziness.

Don't wait. Ask your druggist for DOAN'S PILLS, used successfully by millions for over 40 years. They give happy relief and will help to flush out the 15 MILES of kidney tubes. Get Doan's Pills.

SINCLAIR JOINS HEARST FORCES IN RED BAITING

By L. E. CLAYPOOL

Upton Sinclair and the bulk of his EPIC followers have gone pfsst.

John A. Prattof San Diego, chairman of the California Federation for Production for Use, brought home the word today that Sinclair had lost the more radical wing of his EPIC following, and had joined William Randolph Hearst in a red-baiting enterprise.

The 800,000 followers of Mr. Sinclair in his race for governor last year have split up into EPICS, Production for Use Federationists, Technocrats, Utopians, Communists, Unemployed groups, Labor groups and Co-operatives, according to Pratt.

Raps Late Leader

Reporting on a public address in Los Angeles which he just delivered, Pratt brought charges against Sinclair as follows:

1.—Sinclair told the voters they could not build a new house on the rotten political foundation of the Democratic party, and then came out as the party's candidate.

2.—Sinclair misled his backers about having President Roosevelt's support for his production for use plan.

3.—Sinclair is now backing away from the Democratic party.

4.—Sinclair goes Townsend one better by coming out for an old age pension of $400 a month.

Pratt added that Sinclair is arranging through a Los Angeles medium to contact Huey Long and carry out his "Share the Wealth" ideas.

The PFU head claims his federation contains most of the former EPICS, and that it is moving forward and expects to play an important part in the next campaign.

FOURTH BANDIT SHOT BY YOUTH

PORTSMOUTH, O., Oct. 21.—Burglars soon will learn to steer clear of Louis Highland's store at Franklin Furnace, 15 miles east of here.

Highland, 27-year-old railway detective, killed the third robber who tried to rob him recently.

The most recent victim was an unidentified Negro, who was caught by Highland in the act of removing merchandise from his store.

Sheriff Arthur Oakes exonerated Highland. He said the detective-storekeeper had killed two other men and wounded four in previous attempted robberies of his store.

BREAKS OWN WINDSHIELD

CLARION, Ia., Oct. 21—Bert Samson hooked his drive off No. 1 tee. It veered in the direction of the clubhouse and then headed for a lot where 20 automobiles were parked. The ball soared toward Samson's car, bounced off the windshield, and broke it.

Major Fleet Foresees Splendid Future For Aviation In S. D.; Lauds Leaders

Major Reuben Fleet's dedication address at the Consolidated Aircraft factory yesterday follows, in part:

For twelve and one-half years we have striven for this day. It marks the culmination of a dream for a factory of our own in a city of our choice. Although we regretted to leave Buffalo friends of eleven years' standing, we are very happy here and thank you all for your warm welcome to San Diego. We hope to be worthy of the good treatment we have received from your excellent Chamber of Commerce, your efficient Board of Harbor Commissioners with its hustling port director and your fine city officials.

S. D. Enterprise

Your people are welcoming us with warm hand-clasps; your newspapers are already boosting us as a San Diego enterprise; your clubs have invited us to join; your banks and your merchants are anxious to extend us reasonable credit; your realtors helped us find homes at as reasonable rents as could be expected at a time when our arrival coincided with the peak demand for houses caused by the opening of schools, coupled with the Labor Day holidays when your great Fair attracted its largest crowds, taxing hotels, rooming houses and auto courts to overflow capacity.

We trust that your co-operation will benefit you all and we hope to do our bit in the upbuilding of your beautiful city and county and your great state of California. . . .

Although the company is publicly owned, with its stock listed on the New York curb and the San Francisco stock exchanges, it has no stock for sale.

For more than five years we carefully surveyed all cities in the United States having more than 100,000 population, to select the best location for our future factory. We decided finally upon Southern California. . . .

Twice each year I flew around the country examining localities and municipal airports. We wanted a site on a publicly owned and operated airport having publicly owned water-front on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, in a Southern clime unhampered by snow and ice and yet not unbearably hot, with all-year-round flying weather for test flying and for flight deliveries.

Inspected San Diego

We inspected San Diego again and again. We had about what we were looking for. We contacted that sturdy San Diegan, your hard-working Chamber of Commerce manager, my old flying friend, T. C. Macauley, who was instructing at North Island when I learned to fly there in 1917. Then we met that ardent San Diego booster, Tom Bomar, who ably heads your chamber's aviation department. Again and again they emphasized the merits of San Diego.

They introduced us to your very efficient Harbor Commission and to your amiable port director, Joe Brennan, and they called in their counselor and attorney, H. B. Daniel. Finally we signed a contract, operative only if we built and moved here.

Business conditions throughout the country were uncertain. We were in the valley of the world's worst depression. Our directors seriously questioned the advisability of going ahead. Then your Harbor Board sent its able commissioner, Emil Klicka to Buffalo to argue the merits of San Diego before our full board of directors. Every month brought more and more arguments from Maculey and Bomar. Finally we made up our minds to have faith in the future and to set an example by showing it to the limit of our ability by building and moving to San Diego. . . . . .

Chamber Lauded

Let me here congratulate San Diego upon her Chamber of Commerce and her harbor set-up. I have conferred with many chambers of commerce and with many public officials, but never any that excel your chosen representatives in handling matters for the welfare of their city and harbor and people.

Your city is somewhat handicapped in undertaking public improvements by the fact that so much of your valuable area is nontaxable because of Government ownership. For this reason and others the Federal Government should be generous in its contributions to your harbor and waterfront, as, for example, it must needs be in highway building in states having large areas absorbed by Federal forest reserves and Indian reservations. We note with pleasure this week's Federal allotment of $553,619 to enlarge and improve Lindbergh Field, thus insuring its holding its A 1A rating.

From your newspapers we conclude that your tax problems have become more intense because of the Mattoon blight on approximately 10 per cent of your county's assessed value. For this reason our men feel hesitant about purchasing property here for the time being. We hope you are on the way toward adjusting this.

Navy Contract

We are proud that under the direction of the Navy and with its constant cooperation, we were able to design and construct for it the XP3Y-1 that broke the world's seaplane distance record this week by flying non-stop 3500 statute miles from our Canal Zone to San Francisco with its able Navy crew under the command of that famous pilot Commander McGinnis, and we are also proud that we have been entrusted with the task of building 60 more of these flying boats for our Navy.

Likewise we are proud that under the direction of the Army and with its constant cooperation, we are now building for it 50 two-seater pursuit airplanes that represent the highest performing aircraft of this type in the world.

We congratulate our Navy on its acquisition of the finest combined fleet and air base in the world, and predict, now that its aviation has room to expand, it will do so to the limit. Admiral King in Washington and Admirals Butler and Horne and Captain Towers here have striven earnestly to acquire all of North Island adjoining this wonderful harbor where the Navy can berth its airplane carriers. That these officers should now be assembled here to plan the future is fortunate for our fair city.

We mustn't lose the Army Air Corps from San Diego county. Perhaps our President might sanction acquisition and development with government funds of an extensive land air base for the Army in this vicinity, where air traffic will not interfere with the Navy, if we fully inform him of our advantages, for nowhere on earth have I ever felt, breathed or flown in such air as you have here. For flying it seems to have a "body" that one finds nowhere else.

Great Enterprise

Pan-American Airways is doing wonderful development work in pioneering flying over the Pacific and we should give that great enterprise our earnest and continued support. . . .

Now let us look into the future!

Aviation needs aeronautical engines of from 2000 to 2500 horsepower. To develop such costs millions of dollars and years of tireless effort. Our government should give financial encouragement to American experienced and proven aeronautical engine builders so that our country may not lag behind this all-important development.

When such engines are available we expect to build gigantic flying ships that will carry a hundred passengers to Honolulu or across the Atlantic in 12 hours with greater comfort and safety than do surface ships at present. . . .

What an age to live in! And what a joy and pride to take inert metals and fashion them into mighty carriers of the air that bring people closer so that they may know each other better! . . .

Just as the airplane has become man's greatest means of making neighbors of all nations, so will it surely become the instrumentality to guarantee world peace by force until the temperament of mankind changes.

Two-thirds of a century ago, when Eugenie, empress of France, with M. de Lesseps as her guest, led a line of 68 ships through the Suez canal, in opening it with Oriental fanfare, the builder said, "I have done something for peace and progress." Some day this will be true of our endeavors as we now carry on under most auspicious surroundings in this, the city of our choice.

SAN DIEGO HOSPITAL NOW HAS NEW NAME

The San Diego Hospital henceforth will be known as the Hoffman Memorial Hospital.

The new name of the Seventh-av and G-st institution will honor the memory of Dr. David Bancroft Hoffman, first San Diego physician, surgeon and pharmacist, to whom it was originally dedicated Oct. 6, 1928. Mrs. Rachel Wegeforth, owner, said today.

Use 1-3 Less Than Other Salt
MORTON'S
When it Rains—IT POURS
Full Strength **SALT** Sweet, Rich Flavor
(Costs Only 2 Cents a Week to Use)

The WASHINGTON MERRY-GO-ROUND

By DREW PEARSON AND ROBERT S. ALLEN

WASHINGTON, Oct. 21.—A head-on collision over neutrality legislation is brewing behind the scenes. The present law expires Feb. 29. Meanwhile the State Department is at work on a bill, to be offered as the Administration's measure, which would give the President wide discretionary power. On the other hand, Senators Nye, Bone and Clark, authors of the original neutrality proposals, plan to renew their demand for a law mandatorily banning munitions, loans and war materials of all kinds to foreign belligerents . . . Floyd Dell, widely known novelist, is the latest addition to the WPA's writers' division . . . If Chairman Henry Fletcher has his way, the meeting of the Republican National Committee, tentatively scheduled for early December, will not be held in Washington. Fletcher favors a mid-western city, first because it is more centrally located, second because the atmosphere of the capital is too Democratic.

◇ ◇ ◇

Going? The inner circle is buzzing with a report that Madame Secretary Perkins soon may retire from the cabinet. Her absence from Washington for nearly two months is lending strong color to the whisper. Reports are that Miss Perkins is being tempted with the job of heading a nationally-known college. However, the rumor should be taken with a grain of salt. Miss Perkins is ardently attached to her job and proud of her high official eminence . . . Employes of the Works Progress Administration have been instructed never to refer to the McLean mansion, recently rented for office space by Harry Hopkins. Instead, they must use "1500 Eye Street." Even verbal use of "McLean mansion" is frowned on . . . A drive to line up the lawyers of the country against the Administration has been quietly launched by the Liberty League. The entire membership of the American Bar Association is being circularized with application blanks to join the league's committee of lawyers which "handed down" an unofficial opinion holding the Wagner labor disputes act unconstitutional.

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Aircraft Dan Roper's Department of Commerce is staging a high pressure sales act in the interest of U. S. aircraft manufacturers. By inviting South American aviation officials to Washington, then allowing private companies to spirit them over the nation's airways, the idea of U. S. superiority in aircraft is being driven home. The act was timed to beat Europe to this new market. French, German and Italian companies will try to sell their aeronautical stuff at a conference in Lima, Peru, next month.

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BELLEFONTAINE, O., Oct. 21.—The corn grew so tall on Tony Fischer's farm this year that it couldn't be put through a mechanical cutting device. Averaging stalks of 14 feet, it had to be done by hand.

CAR SALES IN S. D. COUNTY RISE SHARPLY

Each month of 1935 has registered an increase in motor vehicle sales for San Diego county over those for the first nine months of last year.

6107 New Autos

Reporting a total of 6107 new vehicles sold from Jan. 1 to Sept. 30, E. Robert Anderson, manager of local office of the Department of Motor Vehicles, announced a 72 per cent gain over the first nine months of 1934, when 3537 new motor cars were sold in the county. The best sales month was April, when 920 all-type new motor vehicles were sold for a gain of 134 per cent over the fourth month of 1934.

Monthly Totals

Following are the monthly totals of new motor vehicles sold in the county for the first nine months of 1934 and this year:

Month—	1934	1935
January	138	341
February	235	456
March	373	812
April	393	920
May	446	712
June	465	813
July	537	753
August	449	749
September	451	551
Totals	3537	6107

PIN IN BODY 53 YEARS

NASHUA, Ia., Oct. 21.—Fifty-three years ago Mrs. Wesley Jones, 61, swallowed a pin. Recently she began suffering from head pains. Within two days she drew a bent and badly corroded pin from one of her ears.

Caesar's Sixth & University — TAKE HOME "Half 'n' Half"—Ravioli and Spaghetti—'Nuf for 2 ..... 35c — Pastore's Eighth & Broadway

PIGGLY WIGGLY

Prices Effective Mon., Tues., Wed.—Oct. 21st, 22d, 23rd

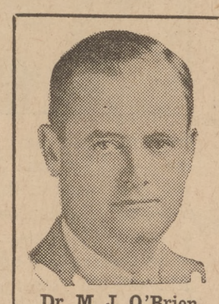
SALMON	HAPPY VALE OR HUNTERS—TALL CAN—EACH	10c
Pork & Beans	CAMPBELLS. NO. 1 CAN	6c 4 for 23c
Asparagus	DEL MONTE SALAD—PTS. NO. 1	18c 2 for 35c
Vita Rite	PEAS AND CARROTS, PEAS. NO. 2 CANS	2 for 15c
PRUNES	DEL MONTE, LARGE FRUIT.	2 LB. PKG. 12½c
Pancake Flour	SPERRYS. LG. 48 OZ. PKG.	24c
SYRUP	CHAPALA—LOCAL PRODUCT. FINE ON YOUR HOT CAKES—PT.	12c
Toilet Tissue	SCOT—3 FOR 20c. WALDORF, EACH	4c
MOPS	Handles, 12c Heads, 15c	BOTH FOR 25c
CRACKERS	SUNSHINE KRISPY. 2 LB. PKG. 29c—1 LB. PKG.	16c

FANCY STEER BEEF

SIRLOIN STEAK	lb.	27c
T-BONE STEAK	lb.	30c
CHUCK STEAK	lb.	19c

PERSIMMONS	LOCAL FANCY—LB.	4c
GREEN BEANS	FRESH, CRISP—LB.	4c
PEARS	FINE BARTLETTS—LB.	4c
Vegetables	LARGE BUNCHES, ALL VARIETIES	2 bunches 5c

Drs. O'Brien and Jenkins



Dr. M. J. O'Brien

440 C Street

Take Elevator 2nd Floor Sefton Bldg.
Phone F. 2022

ASK ABOUT OUR LIBERAL CREDIT TERMS:

Do not neglect your teeth and health simply because you cannot afford to pay cash for dentistry.—We have helped thousands of patients with our liberal CREDIT PLAN.

"Never Put Off Having Dental Work Done!"

DENTISTRY

THE WORK THAT PAYS IS THE WORK THAT STAYS

PLATES
BRIDGEWORK
CROWNS, FILLINGS
EXTRACTIONS, ETC.

OUR PRICES REMAIN THE SAME!

EXACT PRICES QUOTED IN ADVANCE!

GOOD DENTISTRY Is Vital to Good Health

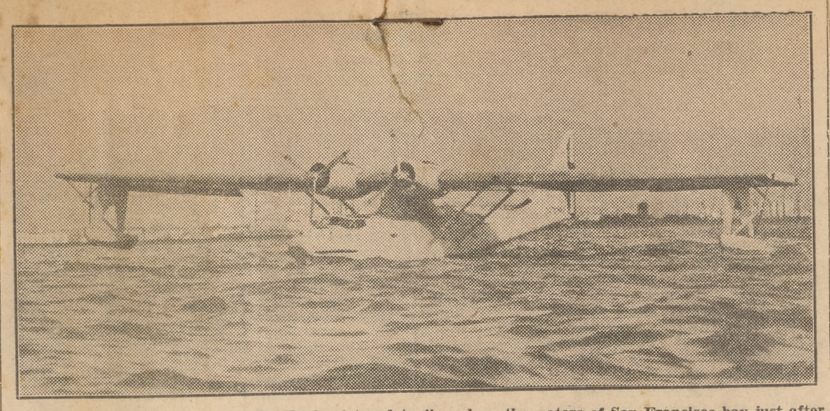
At least eighty percent of all illness can be directly traced to faulty teeth — and eighty percent of all the prolonged illness is the result of poor dentistry. Our workmanship and reputation is well known in San Diego.

Dr. W. E. Jenkins

We Own and Operate Our Own Office!

And Give You Our Personal Attention

U. S. to Build 60 Ships Like This



The navy's newest seaplane XP3Y-1 is pictured taxiing along the waters of San Francisco bay just after alighting at Alameda from a 3387-mile flight from Panama, which is believed to have set a new world's non-stop record for seaplanes. The big craft, commanded by Lieut. Comm. Knefler McGinnis and carrying a crew of five others, made the flight in 34 hours and 51 minutes. Among unusual features of the seaplane, first of 60 such ships being purchased by the navy, are the retractable wing pontoons and high tail. (Associated Press Photo)

LOS ANGELES, Oct. 18. (AP)—Marking a momentous stride in the nation's air defense, the United States navy was embarked today on a gigantic construction program of 60 trans-oceanic planes to augment its high seas flying force.

Rear Admiral Ernest J. King, chief of the navy bureau of aeronautics, announced the building program after a conference with Admiral Joseph M. Reeves, commander-in-chief of the fleet, aboard the flagship Pennsylvania.

The planes will be duplicates of the record-breaking "XP3Y-1," the navy's new flying patrol boat which successfully flew a 3700-mile non-stop course from Panama to Alameda, Calif., several days ago.

Advices from Washington, D.C., indicated the 60-plane contract would be the first award under the new 555-plane building program for the fiscal year authorized in the $26,000,000 appropriation voted by congress.

Admiral King said the 60-ocean-spanning ships will be constructed without delay by the Consolidated Aircraft corporation at San Diego. The group will form the nucleus of a planned armada of long-range planes.

Facilities are already under construction at Pearl Harbor, Hawaii, for the establishment of a focal base for the new air patrol, and Admiral King said the navy is soon to locate two similar patrol squadron bases at Sand Point, Wash., and Norfolk, Va.

With congress to be asked to authorize expeditious construction of at least two fast tenders for the patrol wing, naval experts pointed out that the service would maintain a constant protective weapon over this country's entire coastal areas in case of war.

"Daily Press" Riverside, Calif 10/18/35

Navy's 'Mystery Plane' Lands For New Record

The United States Navy's new "mystery ship" manufactured by Consolidated Aircraft Corporation, shown after landing at Alameda, setting a new non-stop record for seaplanes. It will be on display at the Consolidated plant tomorrow.

"San Diego Sun" 10/19/35

ALL TYPES OF PLANES BUILT BY S. D. FIRM

Flying Boats Costing Total Of $4,500,000 Made For Navy

The principal business of the Consolidated Aircraft Corp. is the design and manufacture of airplane parts for the Army and Navy, air line operators, private owners and foreign governments.

The principal types of aircraft manufactured are as follows:

Consolidated PT and Consolidated NY training airplanes used practically exclusively for primary training in the Army and Navy, of which 800 have been delivered.

ARMY GETS 171

The Consolidated PT-11 and Consolidated BT-7, primary and basic training airplanes respectively, specifically developed for the Army. Thirty-six of these planes have now completed successfully two years of service tests. Thomas-Morse 0-19 observation planes, of which 171 have been delivered to the Army Air Corps.

Consolidated Commodore flying boats, of which 14 were sold to the NYRBA line, later absorbed by the Pan-American Airways. All of these are still in operation by this transport company, one of the great air transportation systems, on South American commercial routes as far south as Buenos Aires. These planes, sold at $100,000 each, have flown more than 4,000,000 miles.

CRUISE 3,000 MILES

Consolidated P2Y-1 and Consolidated P2Y-2, two twin-motored patrol boats of which 47 have been built for the Navy at a cost of approximately $4,500,000. These flying boats have 1,250 horse power, weigh 24,000 pounds, a high speed of 130 miles per hour, and a cruising range of 3,000 miles.

Fleet trainer and sport plane. Over 500 of the Fleet combination military and commercial training and sport planes have been sold to commercial schools, the U. S. Government, foreign governments and private owners since 1928.

S. D. AIRCRAFT INDUSTRY IN NEW ADVANCE

Consolidated Establishment Definitely Marks 'New Era'

By MAJ. T. C. MACAULAY
Executive Manager, Chamber of Commerce

San Diego's aircraft industrial development—making good the city's slogan of "Air Capitol of the West"—is on its way.

Dedication of the new plant of the Consolidated Aircraft Corp., scheduled to take place tomorrow, at Lindbergh Field, marks a new era in the growth and development of an industrial San Diego.

1500 Needed

This corporation has more than $9,000,000 worth of business on its books at the present time, and it has indicated that in order to get out these large Army and Navy orders, it will be necessary to employ 1500 men by Jan. 1, 1936, and 2500 men by March 1, 1936.

Ever since the citizens of San Diego, under the leadership of the Chamber of Commerce, voted an investment of $625,000 in Lindbergh Field, aircraft manufacturing interests have taken a very keen interest in the growth and development of this section. The field combines three of the outstanding major features that go to the making of an ideal airport, namely: safety, utility and accessibility. Very few airports in the United States are as safe from the operating end as is Lindbergh Field; its utility as both a land plane airport and a seaplane base is made possible through the fact that it is contiguous to a very splendid basing for seaplanes in the northeasterly portion of San Diego bay.

In Easy Reach

Its accessibility is demonstrated by the fact that it is less than five minutes from down town San Diego, and this air terminal is practically contiguous to the other transportation facilities which play such an important part in the life of a modern city.

These favorable factors were called to the attention of the Consolidated Aircraft Company in particular almost constantly during the past five years.

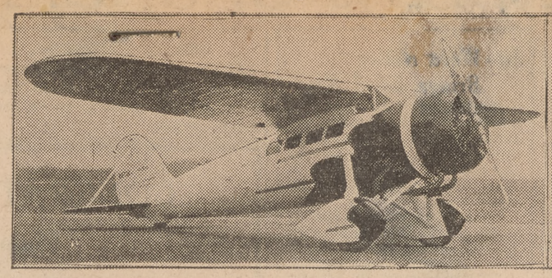
At the present time they are carrying on a national advertising campaign in aeronautical publications, in which they depict "An aerial preview of Consolidated Aircraft Corporation's new factory on Lindbergh Field at San Diego, California, where air, land, rail and water compine to afford the ideal location to aircraft production.

Modern Plant

Consisting of the most modern airplane plant in the world, 240,000 square feet of floor space, Consolidated dedicates its new facilities to the continuous development and production of aircraft which will assure our Nation's power in the Air.

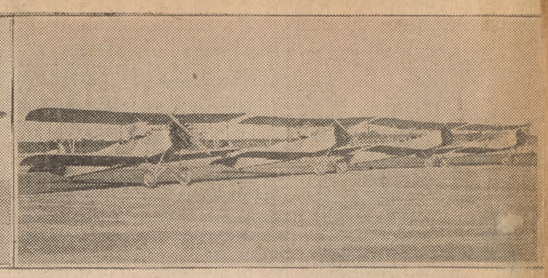
Citizens of this community alive as never before to the advantages derived from great manufacturing enterprises of this nature, and with the cooperation of the Harbor Commisssion, the San Diego California Club, and other agencies in a nation-wide campaign to call to the attention of the aircraft manufacturers of the country the advantages possessed by San Diego, its future growth as an aircraft manufacturing city should be assured.

De Luxe Ship For Civilians



This trim, racy Fleetster model designed in 1931 is Consolidated Aircraft Corporation's offering to the business man or sportsman who finds a plane convenient and enjoyable.

In Tropical Service



The Cuban government wanted to send its youth aloft. Consolidated Aircraft Corporation received the contract to build these training ships, designed specially for that purpose.

Latest For Army Fledglings

Here is a late Consolidated word on what the properly trained Army cadet uses in the advanced flying school at Kelly Field, Tex., Uncle Sam's military university of the air.

San Diego "Sun" 10/19/35

DISTINGUISHED FLYING CROSS

Lieutenant Commander Knefler McGinnis, U. S. N., was presented with the Distinguished Flying Cross by the Acting Secretary of the Navy on April 13th. The award was made for his extraordinary achievement in establishing two World's distance records with the Twin Wasp-powered Navy Consolidated XP3Y-1 flying boat, shown above. The non-stop flight, from Coco Solo, Canal Zone, to San Francisco, covered 3,281 miles air line distance, and 3,443 miles broken line distance.

"Beehive" May 1936

Consolidated XP3Y-1 Breaks Two Records

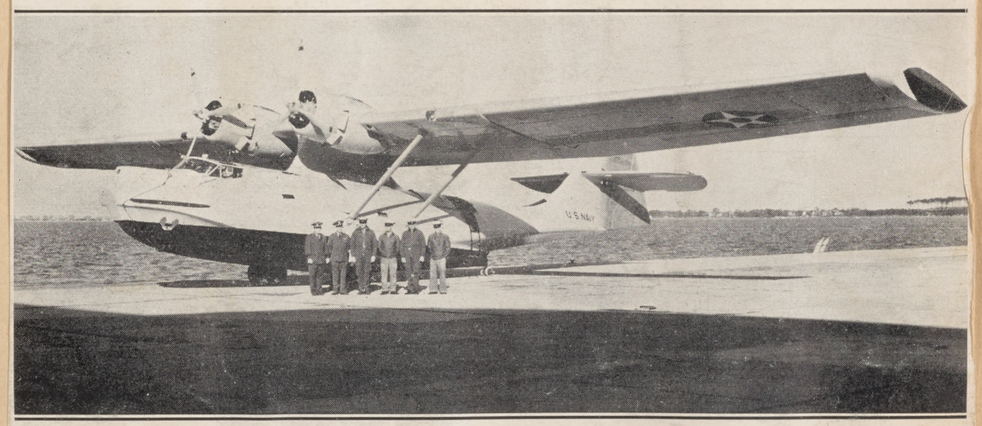
SECRETARY of the Navy Swanson announced last month that Lieutenant Commander Knefler McGinnis, executive officer of the Naval Air Station at Anacostia, and a crew of five in the patrol seaplane, XP3Y-1, had broken two international records for seaplanes—the record for airline distance and the record for broken line distance by their flight from the Naval Fleet Air Base, Coco Solo, Canal Zone, to San Francisco, California, on October 14 and 15; and had broken Lieutenant Commander McGinnis' U. S. airline distance record of 2,398.999 miles.

The XP3Y-1 took off from Coco Solo, Canal Zone, at 6:30 o'clock (EST) on the morning of the 14th and arrived at San Francisco at 2:10 o'clock (PST) on the afternoon of the 15th, having covered 3,300 statute miles, broken line distance.

The previous international airline distance record for seaplanes was made on July 15, this year, by two Italian flyers, who covered 3,063 miles from Monfalcone, Italy, to Berbera, in Italian Somaliland.

The previous international broken line distance record for seaplanes was established on December 31, 1933 and January 1, 1934 by two French aviators in a flight from Berreport, Etienne, to St. Louis, Senegal, a broken distance of 2,356.908 statute miles.

Lt. Commander McGinnis commanded the flight of patrol planes from San Francisco to Honolulu in January, 1934, setting a world's non-stop record for distance, in formation, when the squadron flew 2450 miles in 24 hours, 45 minutes.



ONE FROM ITALY, ONE FROM FRANCE—TWO MORE INTERNATIONAL RECORDS REPOSE IN AMERICA

When the XP3Y-1 pictured above took off from Coco Solo on the morning of October 14th and arrived in San Francisco on the afternoon of the 15th, she had covered 3,300 statute miles, broken line distance. The crew (left to right): Lt. Commander Knefler McGinnis, Lt. James Kent Averill, aviation chief machinist mate Thomas P. Wilkinson, chief radioman Antonio E. J. Dionne, aviation chief machinist mate Charles Stanley Bolka and chief radioman Edward V. Sizer.

"Southwestern Aviation" November 1935

Major Fleet Foresees Splendid Future For Aviation In S. D.; Lauds Leaders

Major Reuben Fleet's dedication address at the Consolidated Aircraft factory yesterday follows, in part:

For twelve and one-half years we have striven for this day. It marks the culmination of a dream for a factory of our own in a city of our choice. Although we regretted to leave Buffalo friends of eleven years' standing, we are very happy here and thank you all for your warm welcome to San Diego. We hope to be worthy of the good treatment we have received from your excellent Chamber of Commerce, your efficient Board of Harbor Commissioners with its hustling port director and your fine city officials.

S. D. Enterprise

Your people are welcoming us with warm hand-clasps; your newspapers are already boosting us as a San Diego enterprise; your clubs have invited us to join; your banks and your merchants are anxious to extend us reasonable credit; your realtors helped us find homes at as reasonable rents as could be expected at a time when our arrival coincided with the peak demand for houses caused by the opening of schools, coupled with the Labor Day holidays when your great Fair attracted its largest crowds, taxing hotels, rooming houses and auto courts to overflow capacity.

We trust that your co-operation will benefit you all and we hope to do our bit in the upbuilding of your beautiful city and county and your great state of California. . . .

Although the company is publicly owned, with its stock listed on the New York curb and the San Francisco stock exchanges, it has no stock for sale.

For more than five years we carefully surveyed all cities in the United States having more than 100,000 population, to select the best location for our future factory. We decided finally upon Southern California. . . .

Twice each year I flew around the country examining localities and municipal airports. We wanted a site on a publicly owned and operated airport having publicly owned water-front on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, in a Southern clime unhampered by snow and ice and yet not unbearably hot, with all-year-round flying weather for test flying and for flight deliveries.

Inspected San Diego

We inspected San Diego again and again. We had about what we were looking for. We contacted that sturdy San Diegan, your hard-working Chamber of Commerce manager, my old flying friend, T. C. Macauley, who was instructing at North Island when I learned to fly there in 1917. Then we met that ardent San Diego booster, Tom Bomar, who ably heads your chamber's aviation department. Again and again they emphasized the merits of San Diego.

They introduced us to your very efficient Harbor Commission and to your amiable port director, Joe Brennan, and they called in their counselor and attorney, H. B. Daniel. Finally we signed a contract, operative only if we built and moved here.

Business conditions throughout the country were uncertain. We were in the valley of the world's worst depression. Our directors seriously questioned the advisability of going ahead. Then your Harbor Board sent its able commissioner, Emil Klicka to Buffalo to argue the merits of San Diego before our full board of directors. Every month brought more and more arguments from Maculey and Bomar. Finally we made up our minds to have faith in the future and to set an example by showing it to the limit of our ability by building and moving to San Diego. . . . . .

Chamber Lauded

Let me here congratulate San Diego upon her Chamber of Commerce and her harbor set-up. I have conferred with many chambers of commerce and with many public officials, but never any that excel your chosen representatives in handling matters for the welfare of their city and harbor and people.

Your city is somewhat handicapped in undertaking public improvements by the fact that so much of your valuable area is nontaxable because of Government ownership. For this reason and others the Federal Government should be generous in its contributions to your harbor and waterfront, as, for example, it must needs be in highway building in states having large areas absorbed by Federal forest reserves and Indian reservations. We note with pleasure this week's Federal allotment of $553,619 to enlarge and improve Lindbergh Field, thus insuring its holding its A 1A rating.

From your newspapers we conclude that your tax problems have become more intense because of the Mattoon blight on approximately 10 per cent of your county's assessed value. For this reason our men feel hesitant about purchasing property here for the time being. We hope you are on the way toward adjusting this.

Navy Contract

We are proud that under the direction of the Navy and with its constant cooperation, we were able to design and construct for it the XP3Y-1 that broke the world's seaplane distance record this week by flying non-stop 3500 statute miles from our Canal Zone to San Francisco with its able Navy crew under the command of that famous pilot Commander McGinnis, and we are also proud that we have been entrusted with the task of building 60 more of these flying boats for our Navy.

Likewise we are proud that under the direction of the Army and with its constant cooperation, we are now building for it 50 two-seater pursuit airplanes that represent the highest performing aircraft of this type in the world.

We congratulate our Navy on its acquisition of the finest combined fleet and air base in the world, and predict, now that its aviation has room to expand, it will do so to the limit. Admiral King in Washington and Admirals Butler and Horne and Captain Towers here have striven earnestly to acquire all of North Island adjoining this wonderful harbor where the Navy can berth its airplane carriers. That these officers should now be assembled here to plan the future is fortunate for our fair city.

We mustn't lose the Army Air Corps from San Diego county. Perhaps our President might sanction acquisition and development with government funds of an extensive land air base for the Army in this vicinity, where air traffic will not interfere with the Navy, if we fully inform him of our advantages, for nowhere on earth have I ever felt, breathed or flown in such air as you have here. For flying it seems to have a "body" that one finds nowhere else.

Great Enterprise

Pan-American Airways is doing wonderful development work in pioneering flying over the Pacific and we should give that great enterprise our earnest and continued support. . . .

Now let us look into the future!

Aviation needs aeronautical engines of from 2000 to 2500 horsepower. To develop such costs millions of dollars and years of tireless effort. Our government should give financial encouragement to American experienced and proven aeronautical engine builders so that our country may not lag behind this all-important development.

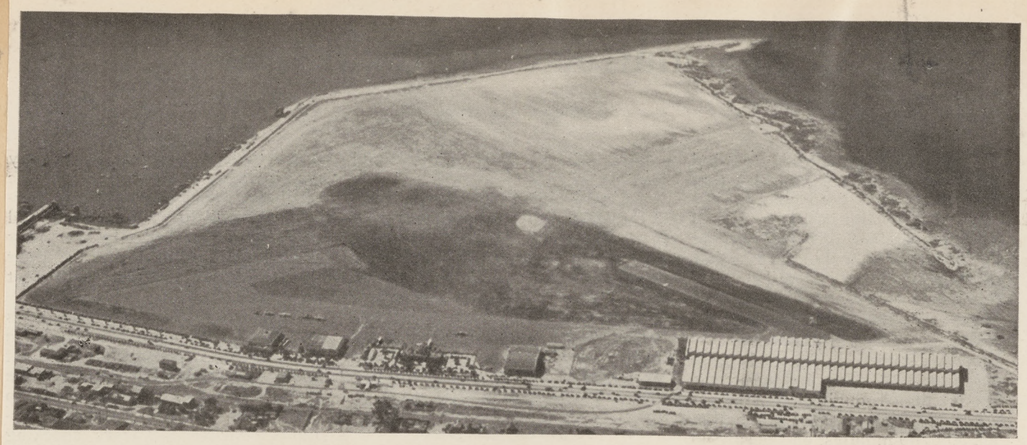
When such engines are available we expect to build gigantic flying ships that will carry a hundred passengers to Honolulu or across the Atlantic in 12 hours with greater comfort and safety than do surface ships at present. . . .

What an age to live in! And what a joy and pride to take inert metals and fashion them into mighty carriers of the air that bring people closer so that they may know each other better! . . .

Just as the airplane has become man's greatest means of making neighbors of all nations, so will it surely become the instrumentality to guarantee world peace by force until the temperament of mankind changes.

Two-thirds of a century ago, when Eugenie, empress of France, with M. de Lesseps as her guest, led a line of 68 ships through the Suez canal, in opening it with Oriental fanfare, the builder said, "I have done something for peace and progress." Some day this will be true of our endeavors as we now carry on under most auspicious surroundings in this, the city of our choice.

San Diego "Sun" 10/21/35



Lindbergh Field, San Diego; the new Consolidated factory in lower right-hand corner

The dedication of Consolidated

TO the citizens of San Diego, the Exposition has been the most important event in the history of the world, or at least since San Diego's last exposition, but on Oct. 20, the Exposition went into temporary eclipse while the burghers and the yeomanry of the city devoted all their energies to the celebration of the official opening of the Consolidated Aircraft Corporation's new factory. Lindbergh Field, where the factory is located, was thronged by 30,000 visitors during the day, and among the 700 guests at the great civic luncheon that was the high spot of the day's ceremonies, were numbered the leaders of army, navy and civil aviation of the entire nation.

During the day hundreds of army and navy planes swarmed over Lindbergh Field, and scores of airplanes from various parts of California and the Southwest flew into San Diego bringing with them members of the aviation fraternity anxious to add their bit to California's welcome to its newest airplane factory.

The actual dedication ceremonies were held from a platform constructed on the south side of the Consolidated factory, where the materials for Consolidated airplanes enter, and the completed planes roll out. Over 6,000 people jammed the airport, and heard the speeches of various city and civic organization officials, army and navy officers, and leaders in the aviation industry.

The speakers

Major T. C. Macauley, head of the aviation department of the San Diego Chamber of Commerce, presided over the dedication ceremonies. The speakers included such well-known names in aviation as Rear Admiral Ernest J. King, chief of the Bureau of Aeronautics, Capt. John Towers, commanding the Naval Air Station, Col. Jacob Wuest, commanding officer of Rockwell Field, Major Albert Hagenberger, first to fly to Hawaii, Col. Lewis B. Goodyear, Lieut. Commander Knefler McGinnis, who commanded the Consolidated XP3Y-1 on its record-breaking flight from Panama to Alameda, Commander Elmer Stone, who flew the famous NC-4 across the Atlantic 16 years ago, Glenn Martin, builder of bombers and flying boats, and Claude Ryan, pioneer in San Diego aeronautics, and Col. Clarence M. Young, of Pan -American Airways.

Major Reuben H. Fleet, president of the Consolidated Aircraft Corporation was the principal and final speaker at the dedication ceremonies, and his address was a masterly exposition of the possibilities of aviation, its needs, and the necessity for adequate national aerial defense. He said in part—

"Consolidated incorporated under the laws of Delaware with a perpetual charter and only one kind of stock. The company is amply financed and has no bonded or mortgage debt; owes no loans; there are no judgments or suits pending or threatened against it. It has never given any stock or warrants to any officer, director or employe or to anyone for nothing or for services rendered and it has no warrants or stock options of any kind outstanding. Although the company is publicly owned with its stock listed on the New York curb exchange and the San Francisco stock exchange, it has no stock for sale.

"During our 12½ years we have manufactured and sold over $23,000,000 of aircraft and parts, on which we have made a net profit of approximately 10 per cent. We have in round figures $9,000,000 of unfilled orders booked at present, which I estimate will occupy our new plant to 80 per cent capacity on a day shift basis for a year and a half. Airplanes that we have designed and manufactured have flown a total of more than 200,000,000 miles and have a record for safety and ease of maintenance unequalled by those of any company in the world whose aircraft have more than a quarter of this flying time.

"More than 300 selected employes came with us from the east and form the nucleus of our trained organization. We have 874 employes now, should have about 2000 within six months and about 3000 next summer. For some time we shall have jobs to offer to experienced craftsmen; executives, administrative, accounting and clerical jobs are filled.

"Pan American Airways is doing wonderful development work in pioneering flying over the Pacific and we should give that great enterprise our earnest and continued support. By constant practice on the part of experienced pilots and engineers who have specialized in flying boat navigation over vast expanses of water for a half dozen years, and who are using and developing blind flying instruments and navigation aids beyond our fondest dreams when they began, this great American enterprise can now safely carry our flag around the world in competition with all foreign-subsidized airlines. The future of American business on the Pacific depends upon our development of fast air transport and mail to the markets of the Far East. Three days against three weeks one way across the Pacific guarantees trade that will mean much to our country and to San Diego.

"Now let us look into the future!

"Aviation needs aeronautical engines of from 2000 to 2500 horsepower. To develop them will cost millions of dollars and years of tireless effort. Our government should give financial encouragement to experienced and proven American aeronautical engine builders so that our country may not lag behind in this all-important development.

"When such engines are available we expect to build gigantic flying ships that will carry a hundred passengers to Honolulu or across the Atlantic in 12 hours with greater comfort and safety than do surface ships at present."

Twelve years of progress

FOR twelve years the Consolidated Aircraft Corporation has been building airplanes at the average rate of almost $2,000,000 worth every year. In other words, the company, with a little more than twelve years of operation has produced aircraft valued at more than $23,000,000, the bulk of this business being military.

The company was founded on May 29, 1923, at East Greenwich, R. I. Like all airplane companies, especially of that period, it was a small affair at first, and its production for its first year was a long way from the average it established in its succeeding history. After about a year in East Greenwich, Consolidated moved to Buffalo, N. Y. where it occupied a part of the former government aircraft factory, which was constructed, and used during the war. From that beginning, Consolidated has progressed steadily, slowly at times, and with surprising vigor at others, until, at the time of the company's move to San Diego, its plant in Buffalo was one of the major industrial enterprises of that highly industrial city.

The keystone of the success of Consolidated was in the manufacture of training planes for the army and navy. Its primary training planes, and basic training planes have been standard with the army and navy for ten years, nearly 800 of these planes having been delivered to the army and navy.

Another important product of Consolidated was the Thomas Morse 0-19 observation airplane, of which 171 were delivered to the Army Air Corps.

The first big airplane built by Consolidated was the Commodore flying boat which originally was developed about 1929. It was one of the very first of the large commercial airplanes, and was adopted by the old Nyrba line, operating from New York to Buenos Aires, which later was absorbed by the Pan American Airlines system. Consolidated sold Nyrba 14 of these big flying boats at a price of $100,000 each, the highest price a commercial concern had ever paid for an airplane up to that time. These ships are still in service in South America.

Maj. Reuben H. Fleet

Another highly successful Consolidated plane was the twin-engined patrol boat, P2Y-1, and its following models, P2Y-2 and P2Y-3, of which the U. S. Navy purchased 47, at a cost of about $4,500,000.

But the ship for which Consolidated is best known in commercial aviation circles is the Fleet trainer and sports plane, which is to be found on commercial airports throughout the length and breadth of the United States, and in the service of a dozen foreign countries. Over 500 of these Fleet airplanes have been sold to commercial operators, private flyers, and to the United States and foreign governments.

Besides these planes which have formed the bulk of Consolidated's production record, the company has undertaken at various times, and still is conducting an extensive program of development work for the army and navy air services. Among these is the XB2Y-1, a dive bomber for the Navy, the P-30, a two-seater pursuit plane for the Army, and the A-11, a high-performing attack plane. The XB2Y-1 is now undergoing tests by the Navy, so far with complete success. The P-30 was so successful that the Army ordered 50 of them, this being the first job to go through the new San Diego plant.

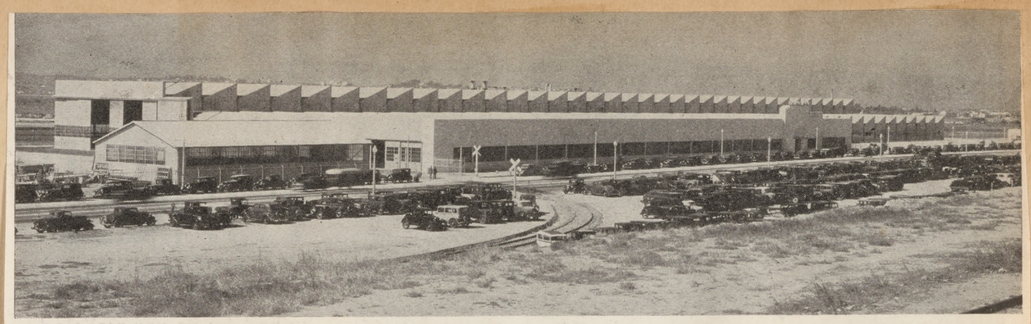
The most spectacular recent achievement of a Consolidated airplane, however, was the flight, on October 14-15, of the Consolidated XP3Y-1, a twin-engined flying boat, which flew from Coco Solo, Panama, to Alameda, Calif., a distance of 3,700 statute miles in 34 hours and 45 minutes, a crew of six. This constituted a world record for a long-distance non-stop flight for this type of aircraft.

These Consolidated P2Y-3's weigh 24,000 pounds each, have a wing spread, from tip to tip, of 100 feet and are 62 feet in length. Powered by two Wright Cyclone engines, each of 625 horsepower, these planes have a cruising speed of 110 miles an hour, a top speed of 140 miles per hour and a cruising range of 3,000 miles.

In January, 1934, another world record was set by a squadron of six Consolidated P2Y2 patrol flying boats, which flew in mass formation, first from Norfolk, Va. to Coco Solo, 2,059 miles, then to Acapulco from Coco Solo, 1,677 miles, then from Acapolco to San Diego, 1,616 miles, and finally from San Francisco to Honolulu, approximately 2,408 miles, all of these long flights made in the ordinary course of duty.

All of these Consolidated flying boats are the result of years of cooperative efforts between Consolidated and Navy engineers. The original prototype was the old Commodore flying boat which Nyrba used to establish the first airline from New York to Buenos Aires.

Consolidated Fleet and other Consolidated training airplanes have been sold to the following foreign countries: Spain, Portugal, North China, South China, Japan, Turkey, Mexico, Canada, Guatemala, Colombia, Peru, Argentine, Brazil, Siam, Cuba and Roumania. Colombia has operated a P2Y1 flying boat, purchased from the Company, for more than a year.



The new Consolidated plant—Offices in front—Mill at right—Factory behind

The factory goes to work

WITH nearly 900 men already at work on its first work project of fifty pursuit planes for the United States Army, the Consolidated Aircraft Corporation's new factory at San Diego is completed and, when the installation of tools and machinery, which is still going on, is done, the plant will be ready to proceed at full speed with its work of turning out $9,000,000 worth of aircraft for the army and navy. When everything is ready, the plant will accommodate a working force of 2500 men.

The Consolidated factory is by no means the most beautiful building in San Diego, but there is no structure in the city of which San Diegans are more proud. It is a plain factory plant of all-steel construction, with a saw-tooth roof, well-lighted, and perfectly ventilated, extending along Pacific Highway, on Lindbergh Field for a distance of 900 feet, with a width of 300 feet, and its high bay section extending 45 feet into the air. It covers a total area of 250,000 square feet of working space.

From Pacific Highway, the main artery leading from the north into San Diego, the visitor sees only the main office building, with its plain exterior, lighted by a practically continuous window extending from end to end of the structure. In this building are housed all the offices of the plant, including the offices of the company, and its executive personnel, and the offices of the various departments and their executive heads. The office building, incidentally, is separated from the main factory only by a partition, so that when the necessity for expansion arrives, which Consolidated officials confidently expect, the factory can be extended into the office building by the simple expedient of knocking out the intervening wall, in which case a new office building will be built elsewhere on the 20 acres which the city of San Diego has donated to the company.

The factory itself is constructed according to the latest ideas of in-line production. Everything starts at the south end of the center bays, where a spur track delivers raw materials, such as steel, duralumin, and parts and supplies to the main stock room, which is located in the southwest corner of the plant. From the main store room, the materials start north on their journey through the various fabricating departments, the various parts gradually taking form as they progress, until they reach the northern end of the center bays.

When the work reaches the northern end of the building, most of the work of fabrication has been completed, and the finished parts are shunted across to the northern end of the high bay, where the work of sub-assembly, and final assembly begins. As this assembly process goes on, the plane slowly moves southward, gradually taking form until, when it again reaches the south end of the structure, only about a hundred feet from where the raw material entered, it rolls out onto the flying field, a completed airplane, and ready for the air.

Practically all of the work of fabrication and assembly is done under the roof of the main factory building. The only exception is a small auxiliary structure, located on the west side of the main building, where the bumping hammers are located which form the sheet metal into the various shapes required in fabricating the planes. It is interesting to note that all of the aircraft now under production by Consolidated, or contemplated, are all-metal, not a stick of wood being used in any part of their structure.

For all this, however, the Consolidated plant, boasts as complete a carpenter shop, and wood mill as is to be found anywhere in San Diego. This plant, known as the mill-house, accommodates the saws, lathes, and planing machinery which are used to make the jigs and patterns necessary in the forming of the metal parts of the airplanes. Here also is the lumber prepared and cut for the mammoth crates that are necessary to pack the modern airplane. Most Consolidated Aircraft, destined for the army and navy, will be delivered at the doors of the plant, because of the proximity of army and navy air bases, and flown by army and navy pilots to their various destinations. However, where it is necessary to ship a plane by rail or by water, it is necessary to crate the fuselage, wings and engine, in great lumber structures that are as large, and as expensive as a good-sized house. So that, while there is no wood used in Consolidated airplanes, there will be plenty of work for the mill-house.

The Consolidated contract with the city of San Diego provides for the use of Lindbergh Field for testing purposes, and other flying activity connected with the operation of the plant. It also provides for the construction of a ramp, from the airport to San Diego Harbor, for the convenience of amphibian craft, and for the handling of the huge flying boats which are an important part of the Consolidated construction program.

"Western Flying"
November
1935

From left to right: R. S. Madison, Secretary-Treasurer; Lt. Comdr. D. M. Carpenter, Inspector of Naval Aircraft; I. M. Laddon, Vice President and Chief Engineer; R. A. Miller, Chief of Structures; H. A. Sutton, Assistant Chief Engineer; R. E. Oversmith, Chief of Production; J. L. Kelley, Factory Superintendent; George Newman, Jr., Assistant Factory Superintendent; C. T. Leigh, Vice President and Material Supervisor; C. A. Van Dusen, Vice President and Works Manager; Capt. L. C. Hurd, Inspector of Army Aircraft; E. F. Neff, Personnel Supervisor; B. W. Sheahan, Chief of Drafting; D. G. Fleet, Assistant to the Manager.

REUBEN H. FLEET
President and Manager

Born 1887 in Montesano, Washington. Served in U. S. Army from March 22, 1917 to November 30, 1922, with ranks of Captain and Major; airplane pilot in the Air Corps —January 1919 to resignation in 1922. Contracting Officer, U. S. Army Air Corps, and Business Manager of its Engineering Division at McCook Field, Dayton, Ohio.

November 30, 1922 to May 29, 1923, Vice-President and General Manager Gallaudet Airplane Corporation, East Greenwich, R. I.

May 29, 1923, founded Consolidated Aircraft Corporation, serving since as its President.

CHARLES T. LEIGH
Vice President and Material Supervisor

B. S. in mechanical engineering, Worcester Polytechnic Institute 1911. Chief engineer, Raymond, Washington Unit, Airplane Spruce Division, 1917-1918. Resident engineer, State of Washington, Department of Highways, 1919-1921. Service engineer, Portland Cement Association, State of Montana, 1922. General superintendent, Grays Harbor Construction Company, Hoquiam, Washington, 1922-1926. Assistant to factory manager, Consolidated Aircraft Corporation, August 1926 to November 1927. General manager, Tonawanda Products Corporation, Buffalo, N. Y., November 1927-June, 1932. Purchasing agent, Consolidated Aircraft Corporation, June 1932 to November 1932. Material supervisor, Consolidated Aircraft Corporation, November 1932. Vice president, Consolidated Aircraft Corporation, March 1935.

CHARLES A. VAN DUSEN
Vice President and Works Manager

1914-1934—Was connected with the Glenn L. Martin Company holding successively positions of tool room foreman, master mechanic, tool engineer, production manager, factory manager and vice president and general manager with that company.

On December 10, 1934—Became connected with Consolidated Aircraft Corporation as factory manager. Promoted to vice president and works manager on July 3, 1935.

R. S. MADISON
Secretary and Treasurer

Graduated University of Illinois in 1926 with Bachelor of Science degrees in Accountancy, Banking and Finance. One and a half years as accountant with F. W. Lafrentz & Co. Analytical accountant for A. G. Becker & Co. In 1929 with the firm of Pynchon & Co., in a similar capacity. Joined the Consolidated Aircraft Corporation organization in May 1931, as auditor, being elected secretary and treasurer in November of the same year.

I. M. LADDON
Chief Engineer

Born—New Jersey, 1894. Education, B. Sc. in Civil Engineering—McGill University 1915.

1917-1927—Aeronautical Engineer, Engineering Division of Air Service, McCook Field, Dayton, O. During this period designed several airplanes including the first all-metal type constructed in U.S.A., completed in 1921. Was responsible for some of original development work done on airplane wheels, brakes and oleos, being granted patents on devices of this type.

1927 — Resigned from Air Service to join Consolidated Aircraft Corporation. Designed the following types:

Consolidated XPY-1, first navy monoplane patrol plane. Consolidated Commodore, 25-35 place commercial flying boat. Consolidated Fleetster, 8 place commercial passenger and mail land transport. Consolidated P2Y-1, navy sesqui plane patrol boat. Consolidated P2Y-3, a development of the P2Y-1. Consolidated XP3Y-1, a navy patrol plane.

HARRY A. SUTTON
Assistant Chief Engineer

Born—Geneva, Nebraska, January 28, 1895. Education—Graduated Oregon Agricultural College, School of Mines, June, 1916.

Entered Aviation Section, U. S. Signal Corps, June, 1917, Berkeley, Calif. Flying training, Rockwell Field, San Diego, August and September, 1917. Commissioned 1st lieutenant, Kelly Field, San Antonio, Texas. Instructor and assistant officer in charge of flying training at Kelly Field, San Antonio, Texas, Sept. 1917 to Sept. 1918. Promoted to captain October, 1918. Aero engineering course at M.I.T. October, 1918 to February, 1919. Air Corps, Engineering Division, McCook Field and Wright Field, February, 1919, to September, 1929. Air Corps Engineering School, 1923. Aero engineering M.I.T., 1925-1926. Resigned Air Corps September, 1929. MacKay Trophy, 1929. Distinguished Flying Cross, 1929.

Vice President and Chief Engineer, American Airways, September, 1929 to June, 1932. Curtiss Aeroplane & Motor Co. research engineering and flight testing, July, 1932, to August, 1935. Assistant chief engineer, Consolidated Aircraft Corporation, August, 1935, to present.

R. A. MILLER
Chief of Structures

Education—University of Illinois. B. S. in C. E., 1907.

1917—Enlisted in the Signal Officers Reserve Corps of the U. S. Army. Commissioned First Lieutenant in Air Service May 31, 1918, after preliminary flying training at Second A.I.C., Tours, France. Adjutant of the Acceptance and Inspection Division, Air Service Headquarters, Paris, France. Honorably discharged September 12, 1919.

1919 — General construction engineer with Packard Motor Car Company, Chicago Bell Telephone Company and Illinois Highway Department.

1921—Junior engineer in the Structures group of the Engineering Division of the U.S. Army Air Corps. Assistant to the Chief of Structures Group under A. S. Niles, Jr.

1927—Structural engineer with the Consolidated Aircraft Corporation and upon expansion of the engineering activities, chief of the structures group.

B. W. SHEAHAN
Chief of Drafting

Education—Air Service Engineering School Extension Course in Aerodynamics and Airplane Design, 2 years.

1917-1920—Airplane design work with U. S. Signal Corps, Washington, D. C. 1920-1925—Assistant engineer in charge of Design Branch No. 3 at McCook Field, Dayton, Ohio. 1925-1928—Project engineer in chief engineer's office, McCook Field, Dayton, Ohio. 1928-1933—Designer with Consolidated Aircraft Corporation. 1933—Chief draftsman.

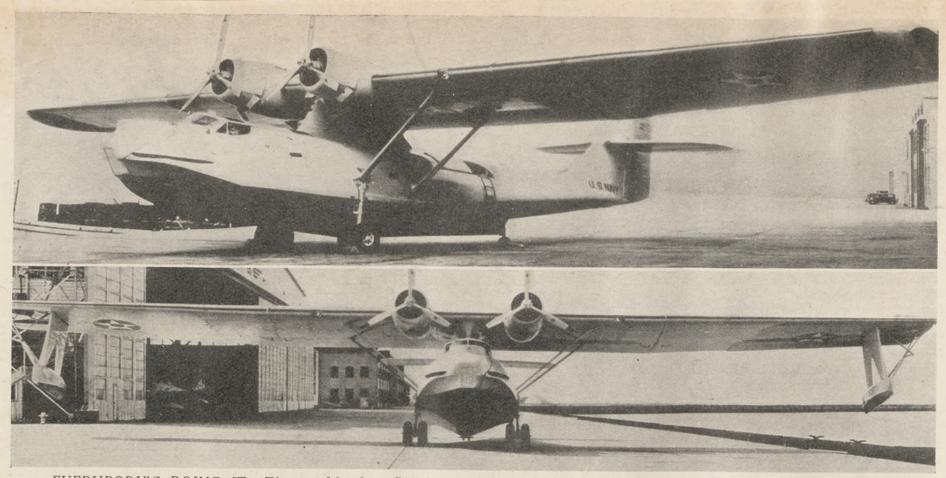
JAMES L. KELLEY
Factory Superintendent

Born—September 7, 1892, in Galeton, Pennsylvania. Attended grade and high school in Galeton, Pa.

1908-1914—Lumber industry at Fassett, Quebec, Canada, as assistant to manager. 1915-1917—Edward Clark & Sons, Toronto, Canada. In the purchase and inspection of propeller lumber for the French government. 1917-1920—U. S. Army Air Corps Inspection at Dayton, Ohio. 1921-1922—U. S. Army Air Corps Inspection at Keyport, New Jersey and College Point, Long Island. 1923—Supervising the erection of Martin Bombers at Camp Nichols, Philippine Islands. 1924—Army Air Corps Inspection at the Consolidated Aircraft Corp., Buffalo, N. Y. 1928—Joined the Consolidated Aircraft Corp. as superintendent in charge of manufacture of Thomas-Morse O-19 B, C, & E. 1935—Factory superintendent, San Diego, California.

J. C. THOMPSON
Chief of Inspection

Nineteen years in the aircraft industry, starting with the U. S. Signal Corps as inspector of airplanes and airplane engines.



EVERYBODY'S DOING IT.—The record-breaking Consolidated flying-boat of the type XP3Y-I, which has controllable flaps on the cowling of the motors, and retracts its floats to form the tips of its wings. Controlled cowling and retractable floats are quite the latest fashions among designers.

"Aeroplane" Dec. 11, 1935 (England)

WORLD'S RECORD

A new world's record, made by Lieut. Comdr. Kneffler McGinnis of the U. S. Navy, was a new record for the Gyropilot. In an XP3Y-1, a new type of seaplane, with a crew of five, he flew from Panama to Alameda, California, a distance of 3,387 miles, without a stop. The plane, the first of sixty being purchased by the Navy, has a stabilizer mounted higher than usual which adds to its seaworthiness. It is predicted that this type of seaplane will make longer flights feasible.

We learn from our Pacific Coast representative that the Gyropilot was in use for 33 hours on the Coco Solo-Alameda flight, the total time for the flight being 33 hours, 45 minutes. The Gyropilot also flew the ship to Coco Solo from Norfolk, Virginia.

Sperry-scope Dec. 1935

FAST ARMY SHIP TO SEEK SPEED RECORD IN FLIGHT TO DAYTON

Plane Will Take Off from California Today in Race Against Time.

Piloting a new army pursuit plane, believed to be one of the fastest of its type in the world, Captain L. C. Hurd, air corps test pilot, was scheduled to leave Lindbergh field, California, today in a speed flight to Dayton.

The ship, a low-wing monoplane powered by a 12-cylinder, 800 horsepower motor, according to United Press, was to leave the San Diego field early today with a view of establishing a new air corps west-east speed record.

Captain A. W. Brock, Jr., adjutant and assistant executive at Wright field, said last night, however, that no word had come through at the base in regard to the reported transcontinental flight, but he intimated that it was entirely probable it would be attempted.

Captain Hurd, the Wright field officer said, is the army air corps representative with the Consolidated Aircraft company. He was stationed at Detroit until the plane manufacturing concern moved its plant from the motor car city to California.

"Dayton Journal" 1/21/36.

Natl. Aeronautic Jan. 1936

SEAPLANES

Distance in a Straight Line—3,281.402 miles.
Distance in a Broken Line—3,443.255 miles.
Lt. Comdr. K. McGinnis, USN, Lt. J. K. Averill, USN, and T. P. Wilkinson, NAP, USN, pilots; and crew of 3, U. S. Navy XP3Y seaplane, 2 Pratt & Whitney 825 h.p. engines, from Cristobal Harbor, Canal Zone to San Francisco Bay, Alameda, California, October 14-15, 1935.

Oct. 15—The longest non-stop flight ever made in a seaplane was completed today by Lt. Commander Kneffler McGinnis and a crew of five in a flight of 3,387 miles from Panama to Alameda, California in 34 hours and 45 minutes.

Gulf Aviation Atlas - 1935

50 PLANES ORDERED FROM S. D. FACTORY

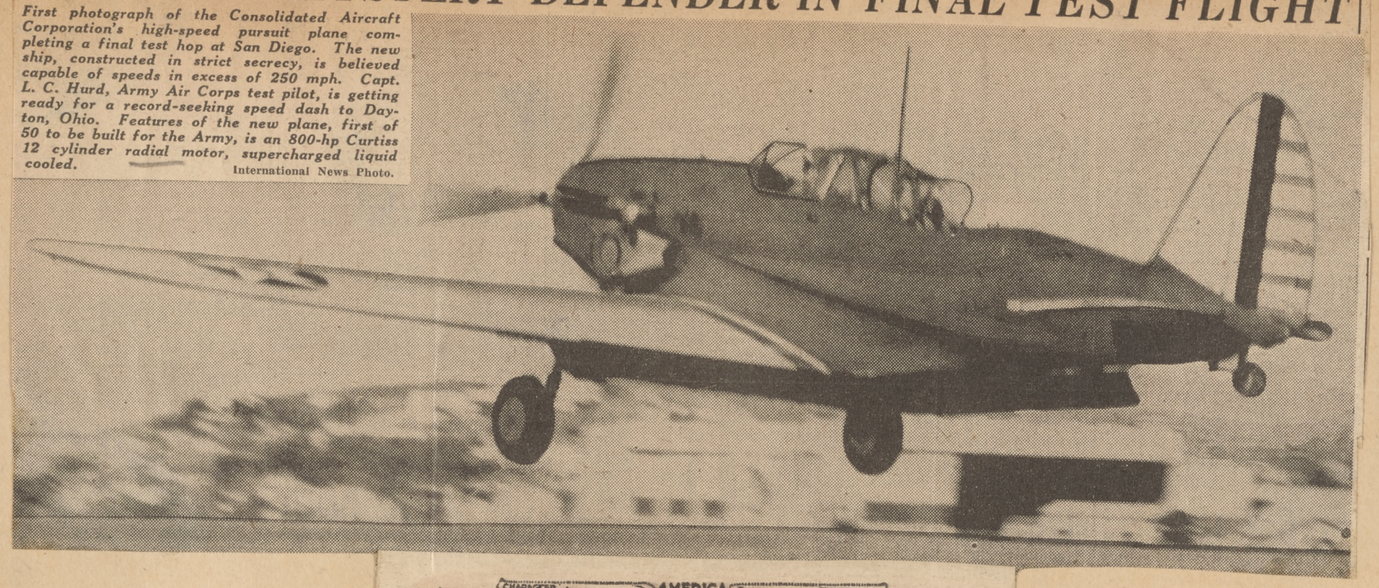
TRIBUNE 7-15-36

The navy awarded a $4,898,000 contract today to the Consolidated Aircraft Corp. of San Diego for 50 new bomber planes of the patrol type. The Associated Press reports in a dispatch from Washington, D. C. The planes are described as being of the V-P-B type.

Official Photo U. S. Navy
LT. COMDR. KNEFLER McGINNIS, U. S. N., holder of non-stop distance record for seaplanes, 1935.

1934—Jan. 10 to 11—Six flying boats of U. S. Navy flew non-stop from San Francisco, California, to Pearl Harbor, Hawaii, making a seaplane distance record of 2,400 miles in less than 25 hours.

AMERICA'S MYSTERY DEFENDER IN FINAL TEST FLIGHT



First photograph of the Consolidated Aircraft Corporation's high-speed pursuit plane completing a final test hop at San Diego. The new ship, constructed in strict secrecy, is believed capable of speeds in excess of 250 mph. Capt. L. C. Hurd, Army Air Corps test pilot, is getting ready for a record-seeking speed dash to Dayton, Ohio. Features of the new plane, first of 50 to be built for the Army, is an 800-hp Curtiss 12 cylinder radial motor, supercharged liquid cooled. International News Photo.

New York American

FRIDAY, JANUARY 24, 1936

International Press-Cutting Bureau, 110, Fleet Street, London, E.C.4.

Extract from...

Daily Mail
LONDON

13 JAN 1936

American Securities

Consolidated Aircraft

Larger Orders

By LONDON FINANCIER

SHARES of American manufacturers of aeroplanes, engines, and parts all sell at high ratios to current earnings, or, in other words, at a low earnings yield.

But the Government's programme for the next year or two is so remarkable in its scope as to explain, if not to justify, the speculative boom in these issues.

* * * * *

ONE of the leaders in this field is **Consolidated Aircraft,** whose Common shares are quoted on the New York kerb exchange at around 18.

The company has some $9,000,000 in orders on hand, and is considered to be in line for additional military and naval business over the next year or two.

* * * * *

BUT Government business always has a peremptory quality, requiring large working capital **and very frequently resulting in much lower actual profits than the same volume of business would furnish if received from private enterprise.**

Thus, while Consolidated Aircraft will probably show for 1935 earnings per share of Common of around 65 cents, shareholders do not look for dividends.

* * * * *

THE United States thinks of air defence in terms of the Pacific seaboard, and this company has, at considerable expense, moved its plant from Buffalo to San Diego.

This expense is now behind it—paid for out of current earnings—and it is not unreasonable to assume that it can now settle down.

And as it settles down sizeable profits should begin to emerge—profits on a sufficient scale to leave ample working capital and something over for dividends.

* * * * *

FROM this point on, everything is guesswork. The company reports its earnings every quarter, and brokers can keep shareholders informed.

But there still remains the problem of working capital, which exacts patience from shareholders.

Even if it paid small dividends in 1936—something to go on with—the real dividends justifying the current price for the shares and reflecting the profits of 1936 might not emerge until 1937.

* * * * *

IN short, distinctly speculative.

In addition, there will probably be interim movements in the shares if the Pacific situation deteriorates.

FIFTY SHIPS FOR NAVY; PLANS NEW BUILDING

TRIBUNE 7-15-36

Announcement that the Consolidated Aircraft Corp. of San Diego today received from the United States navy two notices of award of contracts aggregating $5,485,115 for 50 giant flying boats and "a secret development of an advanced nature," was made this afternoon by Maj. R. H. Fleet, president.

"Secret Developments"

"The largest of these two awards covers 50 of the same model as the 60 flying boats now under construction at Consolidated," said Fleet. "This is the same design as the boat which was flown non-stop from Coco Solo to San Francisco last October by Comdr. Knefler McGinnis of the navy, breaking the distance record for this type of plane. The record still stands. This same boat, on duty with the fleet, yesterday flew from Seattle to San Diego non-stop in eight hours.

"With today's awards, Consolidated will be in production on a total of 110 units, plus spare parts equivalent to 22 more, or a grand total of 132 of this type of plane for the United States navy. This, we believe, is the largest production of one type of flying boat in the history of American aviation and the largest volume of business so far enjoyed by this company, thus justifying our faith in the future of aviation, our products and the increase of approximately 80 percent in our manufacturing facilities, now well under way.

"The smaller of the two awards received from the navy covers a secret development of an advanced nature. To handle this, Consolidated is constructing a three-story building for experimental and engineering purposes which will provide as fine facilities in this regard as any in the world. It is for this building that the steel piling is now being driven at the south side of the plant adjoining the Ryan addition,'" he added.

Additional flying boats of earlier design now are being manufactured by Consolidated for other nations with permission of the United States government, according to Fleet.

"Also," he said, "this month the plant is finishing an order of approximately $2,300,000 for 50 two-seater pursuit planes for the United States army air corps."

Consolidated opened its plant Sept. 3, 1935. Some 2269 men are employed and the payroll now is approximately $285,000 per month, according to Fleet. "With the completion of plant facilities, 1000 additional trained mechanics will be required as the new facilities are finished, and as fast as they can properly be assimilated," he said.

Trade Winds -March 1936

NAVY PATROL BOATS ON 1800 MILE MERCY FLIGHT

Two Wright Cyclone - powered Navy P2Y3 patrol boats, in an 1800 mile "mercy" flight on February 3, brought three badly injured survivors of the wrecked tuna clipper Olympia from Cape San Lucas, Lower California to San Diego where proper medical attention could be administered. The planes made the trip in 17 hours elapsed time. Each carried 1500 gallons of fuel—more than enough for the round trip.

Flyer Always Has Lady Luck as Passenger

REDLANDS, April 18.—J. A. Philpot's luck began before he fell out of an army bombing plane near San Francisco Wednesday and parachuted to the ground, according to H. E. Packard, 26 Kendall street. He says Philpot's luck began a year ago.

In 1934 the flyer and the Redlands man were "bunkies" at March Field. Last year the former went to Randolph Field, Tex., as a flying cadet, and the latter left the Army.

Near the end of Philpot's training course he attempted to do an outside loop with a PT-3 training ship. Instead of looping the plane went into a tailspin, belly up. Completely out of control the plane spiraled down for 3000 feet to what seemed certain death.

When the plane was but a few hundred feet above the ground Philpot released the controls and the plane righted itself.

"That's when the boy's luck began," Packard commented.

PACIFIC FACTORY - May 1936

is president; Paul Lehrkind, vice-president; J. E. Merrick, secretary; and E. C. Best, superintendent and brewmaster. At least 100 local distributors will handle this product.

Take Bids On Aircraft Plant Additions

Bids are being taken by Architects Edward C. Taylor and Ellis W. Taylor, 803 W. Third street, Los Angeles, for work on additions to the manufacturing plant at 3302 Atlantic street, San Diego, for the Consolidated Aircraft Corporation.

The work will include concrete work, plank and finish flooring, form work, interior and exterior metal lathe, hand plaster, steel sash, sheet metal and corrugated iron, corrugated iron and composition and wood roofing. The new units will consist of an L-shaped addition to the northeast end of the plant, 45x100 ft. in area; with a wing 100x200 ft. in area and a mezzanine floor 100x100 ft. in area; an addition 50x200 feet in area to the west side of the plant and three small detached buildings, one 50x200 ft. in area. A contract was recently awarded to the Consolidated Steel Corp., 6500 E. Slauson avenue, Los Angeles, for furnishing and erecting the steel frame for the work.

Low-cost Houses Licensed In 16 Permits in a Day

3/3/36

A miniature building "boom" for San Diego was seen last week as the building department issued, in a single day, 16 permits for residences—most of them for low-cost houses. Six were for $1,000 buildings, and six others for $800 each.

The day before a Chamber of Commerce report showed an alarming shortage of moderate-rental places here, a factor in restraining expansion of the Consolidated Aircraft Corp.

Maj. R. H. Fleet, president of Consolidated, has announced that his firm could employ some 800 additional men if the city had available homes to rent for from $20 to $30.

Consolidated

At the **Consolidated Aircraft Corporation,** San Diego, California, production is being rushed to complete 60 PBY-1 patrol boats for the Navy which must be completed by the first part of the coming year. In addition there are 50 PB-2A pursuit planes under construction which will be completed before mid-summer.

Plans are now being completed for an experimental building in which the company can enter into secret development of large military aircraft for the U. S. Government. The building will be 200'x200', or large enough to assemble an aircraft with a wingspread of almost 200 feet. To the experimental building will be added a warehouse, giving a total floor space for the building of 97,300 square feet. Seventy-five thousand square feet of floor space will be added to the present factory building also.

The Consolidated expansion program calls for a tool and fixture storage building 50'x100', and an additional 10,000 square feet of floor space to be added to the present paint department. A photographic, physical, and chemical laboratory will also be constructed, according to present plans.

When the new buildings are completed, it is expected that present force of 2,000 employees will be doubled, which will double the company's capacity output.

Curtiss-Wright

Directors of the **Curtiss-Wright Corporation** met in New York, March 27, and decided to offer additional shares of com-

Western Flying - May 1936

• To Lt. Commander Knefler McGinnis come new honors in the form of the Distinguished Flying Cross, presented him on April 18 by Acting Secretary of the Navy William H. Standley on behalf of President Roosevelt. Commander McGinnis was in command of the Navy seaplane flight from Norfolk, Va. to San Francisco, via Coco Solo, C. Z., which established "a new international airline distance record for seaplanes of 3,281 statute miles, and a broken line distance record of 3,443 statute miles." The Navy's non-stop flight from San Francisco to Honolulu in January, 1934, also under Commander McGinnis, set up a new world's distance non-stop flight of more than 2,400 miles.

AVIATION - May, 1936

SANTA CRUZ, CAL. SENTINEL

MARCH 22, 1936

A

BIG AIRCRAFT CO. PLANS EXPANSION

594

SAN DIEGO, March 21 (UP).—Consolidated Aircraft Corporation, already at work on huge government military airplane contracts, tonight announced further expansion in the San Diego plant to entail an expenditure of $600,000 and additional employment of 2000 men.

An experimental aircraft plant with a floor space of 100,000 square feet is to be a feature of the new project announced for the annual meeting of the firm's directors.

Consolidated

Announcement that the **Consolidated Aircraft Corporation** of San Diego received from the United States Navy two notices of award of contracts aggregating $5,485,115 for 50 flying boats and "a secret development of an advanced nature" was made by **Maj. R. H. Fleet,** president, on July 15.

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Western Flying - August 1936

SECOND NEWS SECTION
GENERAL NEWS

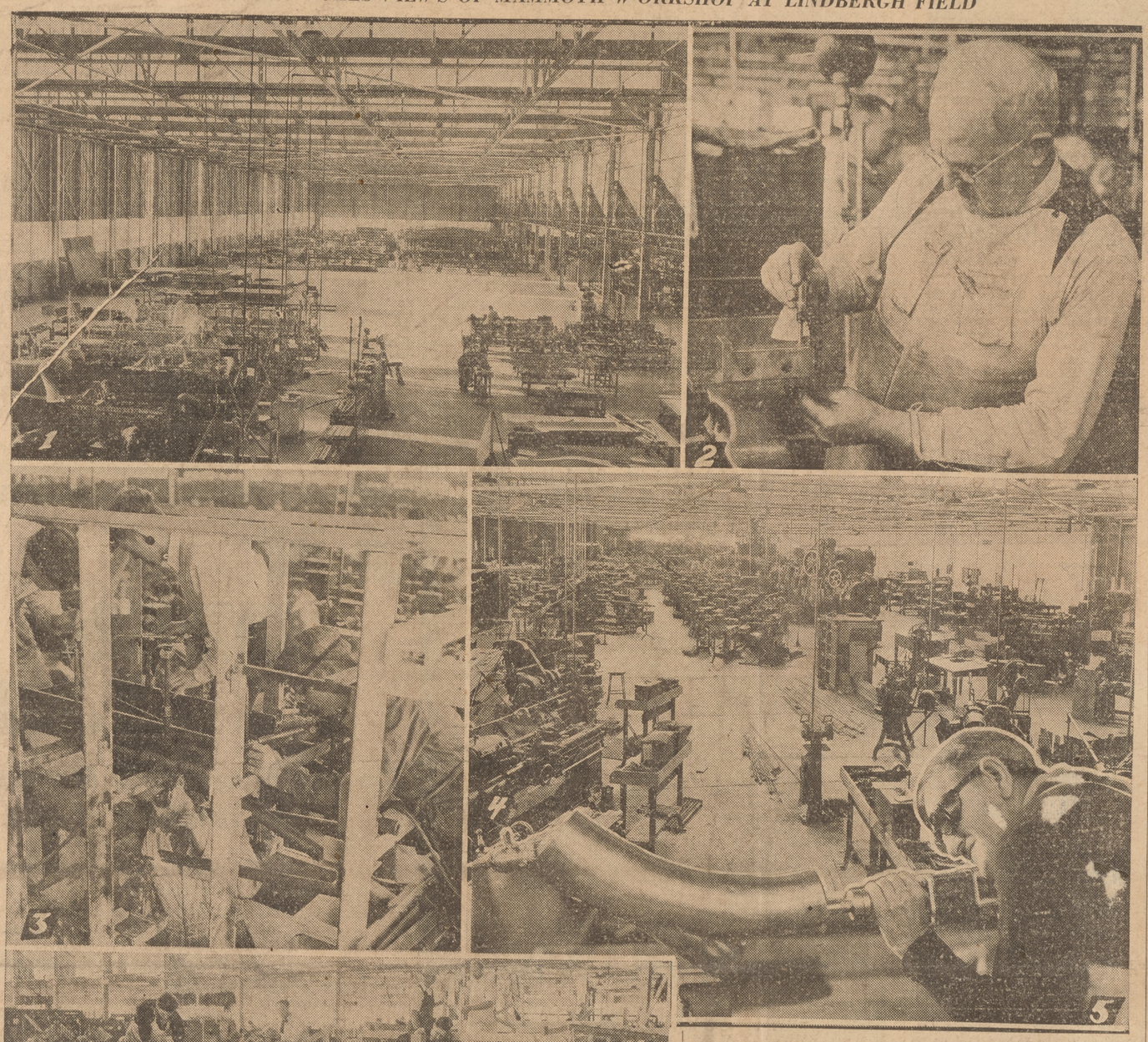
The San Diego Union

SECOND NEWS SECTION
GENERAL NEWS

P. 1—S. 2 SAN DIEGO, CALIFORNIA, SATURDAY MORNING, FEB. 22, 1936

BEST ARTISANS MOBILIZED FOR BIG AIRCRAFT PLANT HERE

CAMERA CATCHES VIEWS OF MAMMOTH WORKSHOP AT LINDBERGH FIELD



—Consolidated Aircraft Corp. photo by Otto F. Menge.

A veritable machinist's paradise with the latest lathes, grinders, shapers, planers and a hydraulic press capable of exerting a pressure of 150 tons is included in the Consolidated Aircraft Corp. plant at Lindbergh field. 1—A view north from the center of the plant. 2—Emmett Clark, machinist for more than 40 years, checking a machined piece. 3—Welders fusing the engine support framework into a single piece. 4—The machine shop. 5—Grinding burrs from inside an exhaust stack. 6—Flying boat hull buck or framework upon which hull is built.

PERSONNEL OF 1850 GATHERED AT CONSOLIDATED FACTORY TO PRODUCE LATEST TYPE PLANES

By NORMAN DAVIDSON

At this date some 1850 persons concentrated at one spot on Lindbergh field are expending airplane building effort to the tune of 75,000 man-hours a week. This is the Consolidated Aircraft Corp., by far San Diego's largest manufacturing plant and likewise the largest manufacturing employer in this area. Yet few San Diegans have formed a definite conception of the size of the personnel involved and fewer still have a conception of the effort that has been expended to date and the amount that daily is being expended within the huge plant.

The quiet building and mobilization of personnel at the time when publicity was focusing attention upon our current attraction of the Exposition tended to divert public attention away from the miracle performed on Lindbergh field in the scant few months since ground was broken, and a subsequent military policy attending the present contracts has continued to shield the tremendous activity from public view.

Those who have been privileged by brief views of the plant in operation, however, have been amazed that so much could have been created, and organized to present running schedule, in such a brief time. And further amazement comes too when the answers to the questions most frequently asked are learned: How many San Diegans now are playing a part in this organization? What has been the total of those who came here from the east? And just how are these 1850 skilled workers whose number grows almost daily, employed and what are the ramifications in which they find their daily employment?

586 San Diegans

So far nearly one-third, or 586 San Diegans to be exact, drawn exclusively from this area, now are working at Consolidated. Approximately 500 persons came here from the east since the plant was established, bringing their families to swell San Diego's population. That our late eastern citizens are rapidly becoming San Diegans is attested by the fact that they already have learned to pronounce the Spanish J as H and even complain of the "unusualness" of the weather which denies them use of the local golf courses occasionally at this time of the year. The remainder of the present personnel was drawn from all parts of the United States with a heavy emphasis upon the west coast area.

The multitude of jobs necessary for the rapidly approaching 2000-mark, can best be gained from a rough picture of how the plant operates.

The manufacturing process starts early with the engineering department formulating a new aircraft design in anticipation of the current trend, whether this be along military lines as at present, or for commercial requirements. The engineers labor for months over the fine points of performance requirements, the potentialities of new fabrication methods which make these performances possible and the latest innovations gleaned from the maze of technical data secured from the leading aeronautical laboratories of the world. To this is added knowledge gained from engineering experimentation within the plant. The result so far has been to thrust Consolidated into the lead with every indication of continued leadership and futhure growth.

Trial Ship Built

Once the design has been formulated, a first trial ship is built in the shop by a virtual hand-made process with the skill and dexterity so essential in aircraft workers, thorough testing follows, for proof of engineering soundness. Engineering problems and details which were not fully anticipated on the drafting board are settled and the plans released to the tool designers, who gauge the engineering requirements to the size of the contract, the tools of the plant and the exacting requirements of so complicated a mechanism as the modern flying machine.

A single plane design calls for hundreds of special tools in the form of jigs, fixtures, form dies, templates, bucks, etc., in addition to the hundreds of standardized tools of the shop and those obtainable from firms specializing in aircraft industry requirements. A seeming-

(Continued on Page 2, Col. 4)

LONDON PARLEY EMPHASIZES NEW NAVAL BUILDING

Action of the London naval conference in limiting the construction of heavy and light cruisers emphasizes, local naval officers say, the navy's program for building up destroyer, battleship, aircraft carrier and auxiliary tonnage in the next five years. Under the existing treaty no more light cruisers can be laid down for the navy until 1943 and heavy cruisers until 1949 beyond what already have been provided for by congress.

The navy has completed and in service 15 of the heavy cruisers. Another, the Quincy, will be finished in April. The Vincennes will be commissioned in 1937 and the Wichita in 1938, completing the heavy cruiser category and giving the navy a total tonnage in this class of warships of 172,425. The treaty provides for 180,000 tons.

In addition there are now on the ways in varying stages of completion seven 10,000-ton cruisers carrying six-inch guns, ships which are heavy cruisers in size but rank as Class B ships because of their lighter armament.

There are 18 light cruisers completed, ships less than 8000 tons in

Half-Minute Interviews

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SECOND SECTION

Local News And Features, Editorials, Art, Drama, And Waterfront

The San Diego Sun

SAN DIEGO, SUNDAY, FEBRUARY 23, 1936 Page 1B

JANUARY, 1936

Sun	Mon	Tue	Wed	Thu	Fri	Sat
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MARCH, 1936

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FEBRUARY

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S. D. BUSINESS TURNS ON FULL SPEED AHEAD

1850 Men On Job . . . Science Aids Plane Builders . . . Opportunity For Youth!

These interesting pictures are the first published of actual operations in the giant Consolidated Aircraft Corp. plant, San Diego's largest industrial unit. The photographs were taken by Otto L. Minge, Consolidated plant photographer, for The Sun with the co-operation of Maj. Reuben Fleet, president of the Consolidated Corp.

1—Raymond G. Craft (left) of 4829 Atascarado-av, formerly of Bridgeport, Conn., receiving a pointer in welding by Welding Department Instructor Charles Pettit of 4998 35th-st, formerly of Buffalo, N. Y.

2—R. E. Oversmith (right) of Sunset Cliffs, production manager of Consolidated Aircraft Corporation, and S. J. Hewett, of 2616 El Cajon-av, inspector in charge of the finished parts inspection, checking one of the many thousands of parts that are made weekly. Inspector Hewett is one of the oldest employes of the firm in the point of service, having joined the Consolidated organization more than 11 years ago, when the total number of employes was less than 300.

3—William B. Wheatley, chief test pilot, Consolidated Aircraft Corporation, who has charge of the tests of the newly made planes, and who has been with the firm for eight years.

4—C. E. Harmer, of 4007 Front-st, Mission Beach, is operating one of the riveting machines in the wing department of the Consolidated Aircraft Corporation.

5—J. Oxstein (left) of 1751 University-av, and J. G. Lindholm, of 2911 Marine-blvd., of the tool department are drilling plate on a layout board at the Consolidated Aircraft Corporation.

6—Thomas J. Galvin, of 3685 Seventh-av, metallurgist, Consolidated Aircraft Corporation, who has charge of testing all incoming raw material.

7—George B. Clayton (left) of 2882 30th-st, formerly of Buffalo, N. Y., and Edwin A. Reynolds, of 3221 Homer-st, members of the aeronautical engineering department of Consolidated Aircraft Corporation.

S. D. Air Factory Builds Fighters For Uncle Sam

The San Diego plant of the Consolidated Aircraft Corp. now employs more than 1850 persons on two daily shifts.

One of the newest, yet foremost firms in the aviation manufacturing industry, Consolidated, under the executive management of Maj. Reuben H. Fleet, president, makes San Diego one of the centers of aviation activity on the Pacific Coast and holds out promise of jobs to San Diego's youth.

The plant is now engaged in building 50 two-seater pursuit planes for the Army Air Corps, under a contract with the War Department. The first of these already has been delivered, and the balance will be flown away at the average rate of eight per month.

The huge Naval flying ship which recently made the record non-stop flight from the Panama Canal zone to San Francisco Bay is a product of the Consolidated plant. This plane was made in the old Buffalo plant.

Now, here in San Diego, 60 of these flying boats are under construction for the Navy Department.

In commenting on future activity and employment problems, David G. Fleet, assistant to the manager said, "Many persons can not understand why they are not hired after placing their application for employment with us.

"The fact is that aircraft production is highly specialized and a very high degree of proficiency is required of all persons seeking employment, as their work must pass rigid plant and government inspection.

"Due to industry having been centered on the east coast, the demand for skilled craftsmen on the west coast has been very limited. Consequently, there is a comparatively small number of persons here who are qualified for work in the various departments engaged in manufacturing these planes.

"Consolidated Aircraft Corp. is employing graduates of the better airplane trade schools, particularly those who have had training in sheet metal construction work. And there is every reason to believe that we will continue to provide opportunities for employment of these graduates.

"While many so-called 'white-collar' workers are never sure of a job, the man who has learned a trade—and who is good at the trade—need never fear for unemployment."

Production work in the plant is termed "progressive" as the raw stock enters at one end of the plant and the parts made and then assembled at the opposite side. The planes take form without lost motion or duplication of effort.

When a plane is finished, William B. Wheatley, chief test pilot, takes the planes aloft. He holds a commission as a first lieutenant in the Army Air Corps reserve, and inaugurated the air-mail service between Albany, Buffalo and Cleveland in 1928. He joined Consolidated in 1929.

One of the many important positions is that of metallurgist, held by Thomas J. Galvin. He must test all incoming material.

One of the oldest employes is S. J. Newitt, who lives at 2616 El Cajon-av. Newitt is in charge of inspection of the finished parts and has been with the firm for 11 years.

The production of planes and the chance of steady employment has acted as a magnet. Among the 1850 employes can be found workmen from nearly every state on the Atlantic and Pacific seaboards. These workmen have made San Diego their new home.

Pacific Coast Edition

THE WALL STREET JOURNAL.

SAN FRANCISCO — MONDAY, APRIL 13, 1936 — LOS ANGELES ★ ★

Consolidated Air Plans New Preferred Issue

CAPITAL SOUGHT FOR EXPANSION

Would Offer Convertible Stock to Holders of Common; $3 Preference

CALLS MEETING APRIL 29

SAN DIEGO — Consolidated Aircraft Corp., which last year moved from its leased plant in Buffalo to its own much larger and new plant in San Diego, has found its present facilities inadequate. To reimburse its treasury in part for capital expenditures already made, and to acquire additional plant facilities, the corporation now plans to create a convertible $3 preferred stock which will be offered to common stockholders.

A special meeting of stockholders of Consolidated Aircraft Corp. has been called on April 29 to authorize 60,000 shares of no par value preferred stock. It is planned to issue only 24,000 shares of the new stock at this time and to reserve the remaining 36,000 shares for issuance in the future, when needed and with such designations as shall then be decided upon, except that none shall have rights prior to the 24,000 shares which the corporation is now planning to issue.

Convertible Into Two Common Shares

The 24,000 shares are to be designated "convertible $2 preferred stock," non-cumulative, and convertible at the option of the holder at the rate of one share of preferred to two shares of common stock and will be callable at $55 a share.

It is expected that as soon as the stockholders authorize the new preferred stock and the necessary registration made under the Securities Act, the present stockholders will be offered the right to subscribe for one share of the new convertible $3 preferred for each 25 shares of common held at $50 a share.

Consolidated has outstanding 574,000 shares of common stock for which there will be required the reservation of 22,976 shares of the new preferred. The remaining 1,024 shares would be reserved for sale to certain employes at the same subscription price as offered to common stockholders.

It is understood that an underwriting agreement has been entered into with Hammons & Co., Inc., and Hammons & Co. incorporated in California, for the underwriting of shares not subscribed for by the shareholders.

In his letter to stockholders calling the special meeting, Major R. H. Fleet, president of Consolidated, said that world conditions point to rapid development in the aviation industry, and the corporation should be prepared for its share of additional business by expanding plant facilities.

Consolidated now has more than 2,000 persons on its pay rolls working on an order for 50 pursuit ships for the Army and is preparing for construction of 60 twin-engine flying boats for the Navy. These two contracts comprise a large part of the $9,000,000 of undelivered business now on the books of the corporation.

Stockholders have also been asked to vote on the proposal to deny all preemptive rights to subscribe to any additional issues of stock other than the 22,976 preferred shares now contemplated.

Fleet on Preemptive Elimination

"The management believes that it should also request the stockholders to amend the certificate of incorporation so as to eliminate, in the future, preemptive rights," Major Fleet said. "A preemptive right is the right of a stockholder to subscribe for his proportion of an issue of additional stock. This right, under the Delaware law, may be limited or denied in the certificate of incorporation. Unless this certificate does deny this right, however, it is necessary, before additional stock may be sold, first to offer it to stockholders.

"This procedure frequently results in failure to obtain on the best terms the desired capital because stockholders, whether or not they subscribe, must be given a certain period in which to make up their minds, and this delay may result in our missing an advantageous capital market. The elimination of preemptive rights does not mean that the corporation will be unable to offer subscription rights to its stockholders, but that it will be free to procure additional capital if and when necessary in the shortest time and on the best terms."

Consolidated Air

Continued from First Page

MOTORS LIMIT SIZE OF PLANES, SAYS GOTT

SD SUN 8/18/36

Power plants will limit the size of flying boats, Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp., told the Executives Association in U. S. Grant Hotel yesterday.

Development of more effective and lighter power plants and all-metal plane construction have been the reasons for the tremendous advancement in the aircraft industry, Mr. Gott said.

TWO FLIERS KILLED IN MICHIGAN CRASH

ALLEGAN, Mich., Aug. 18 (A.P.) —An army pilot and his mechanic were killed today when a new two-place pursuit plane from Selfridge field, Mich., crashed near Otsego while taking part in the western Michigan war games. Reports received at the operations office at Selfridge field said the plane was piloted by Lt. William W. Harding, 25, air corps reserve, and that his mechanic was Private Francis Maier, of Dowagiac, Mich., Harding's home was in Los Angeles. The plane a PB-2, was one of 18 participating the the war maneuvers. The plane caught fire in flight, Mrs. W. D. Clock, who lives near the scene of the crash, related, and the fliers made an unsuccessful attempt to leap with their parachetes.

THE SAN DIEGO SUN — Sunday, March 1, 1936

Consolidated Speeds War Plane Production

2000 NOW AT WORK IN BIG S. D. FACTORY

Difficulty Of Getting Skilled Men Is Cited By Maj. Fleet

More than fulfilling predictions voiced by its president and general manager, Maj. Reuben H. Fleet, at dedication of its new plant last October 20, Consolidated Aircraft Corp. had nearly 2000 persons on its San Diego payroll as of yesterday.

As rapidly as experienced aviation mechanics can be obtained, they are being accepted for employment in the big plant on Atlantic-blvd to speed up the work of filling two government aircraft contracts for 50 Army pursuit ships and 60 twin-engined patrol bombers for the Navy.

MAJ. R. H. FLEET

Work Pushed

Two eight-hour shifts are in effect at the plant.

In addition to the general office, engineering, factory non-productive and factory productive personnel, nearly 100 San Diego youths have been accepted as apprentice aircraft mechanics at somewhat more than the minimum scale for such employes, Maj. Fleet said.

"While these youngsters cannot be expected to contribute much to production while learning, and in addition require the supervision of experts who are thus kept away from the actual production of which they are capable, we of the aircraft industry accept the responsibility for training the newcomers in the rapidly growing airplane building business," the president explained.

Future Value Seen

"Many of them already show definite promise of becoming valuable men, we are glad to say."

Rumors that mechanics were being paid as low as 38 cents per hour at the Consolidated plant arose from the fact that the apprentices are started at that rate of pay, the Major said.

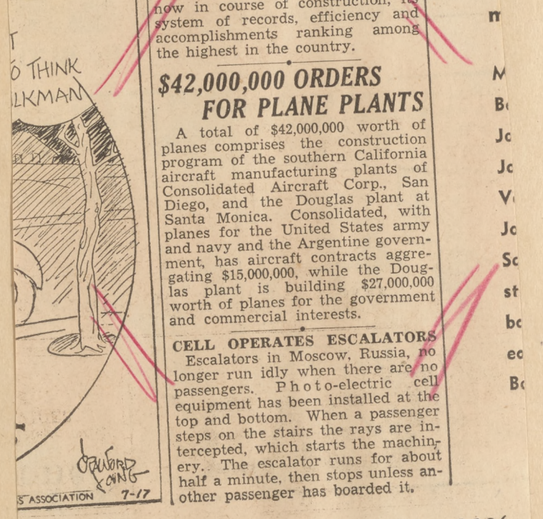
"We pay the highest wages in the industry for qualified men," he stated, "which is indicated by the fact that one other aircraft company has complained some of their men came to us by preference."

Most Jobs Responsible

Maj. Fleet showed a daily employe report for a recent day. Of the 1894 persons on the payroll that day, 43 were in the general office, 105 in engineering, 240 in factory non-productive work, and 1506 were engaged directly in productive work. Two hundred and eight-five persons were on salary and 1609 on hourly wages.

Indicating the demand for qualified aircraft mechanics, Maj. Fleet pointed out that the Douglas plant at Santa Monica, which exceeds the Consolidated plant in size by nearly 50 per cent, is to be expanded in the near future and that it eventually will require 6,000 mechanics. With expansion of other aircraft factories in Southern California, the demand will be intensified.

"This does not mean that we can open our doors to hundreds of unskilled men and undertake their training, however," the Major explained.



AA class among similar projects now in course of construction, its system of records, efficiency and accomplishments ranking among the highest in the country.

$42,000,000 ORDERS FOR PLANE PLANTS

A total of $42,000,000 worth of planes comprises the construction program of the southern California aircraft manufacturing plants of Consolidated Aircraft Corp., San Diego, and the Douglas plant at Santa Monica. Consolidated, with planes for the United States army and navy and the Argentine government, has aircraft contracts aggregating $15,000,000, while the Douglas plant is building $27,000,000 worth of planes for the government and commercial interests.

CELL OPERATES ESCALATORS

Escalators in Moscow, Russia, no longer run idly when there are no passengers. Photo-electric cell equipment has been installed at the top and bottom. When a passenger steps on the stairs the rays are intercepted, which starts the machinery. The escalator runs for about half a minute, then stops unless another passenger has boarded it.

"SAN DIEGO TRIBUNE" July 17th, 1936

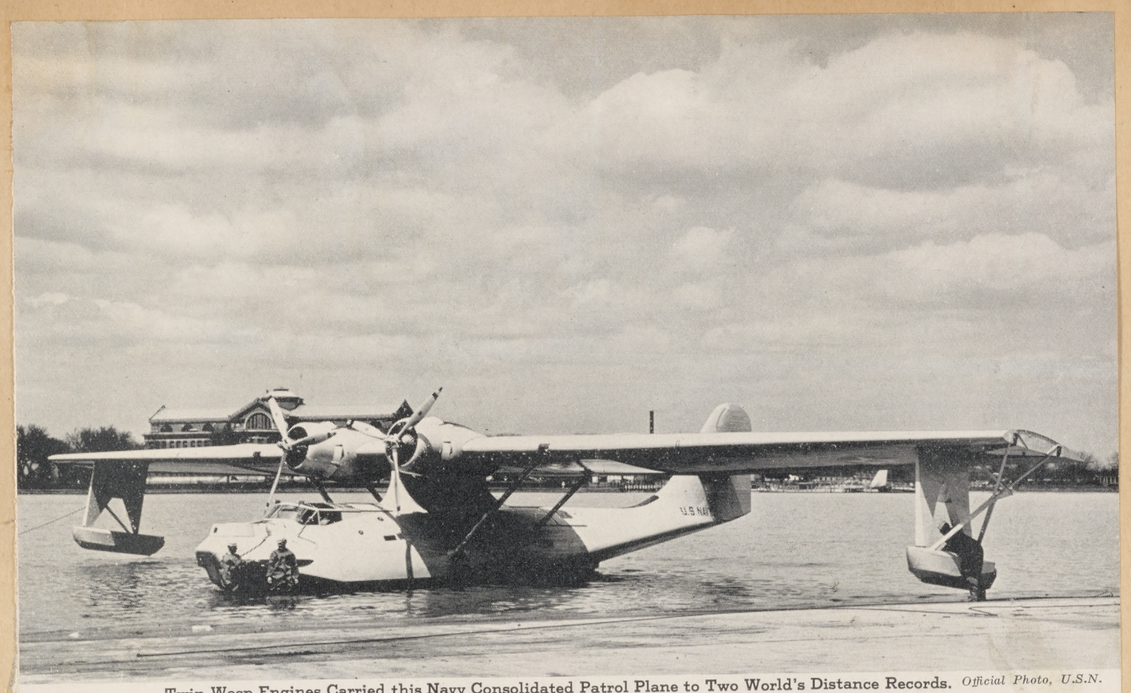
ARMY AIR CHIEF VISITS S.D.PLANT

SD SUN — 8/18/36

Inspection of the newest and most modern aircraft factory in the United States, if not in the world, occupied Maj. Gen. Oscar Westover, chief of the Army Air Corps, today.

Gen. Westover was escorted through the Consolidated Aircraft Corporation plant by Maj. Reuben H. Fleet, president and general manager. Accompanying the Air Corps chief were Col. Robert Goolrich, commanding officer of the Shreveport, La., Army air base; Col. Jacob Wuest, commander of Rockwell Field Army Air Corps repair depot, and Maj. Leland C. Hurd, Army Air Corps chief test pilot at Consolidated.

Gen. Westover and his aides were guests of Maj. and Mrs. Fleet at an informal luncheon at the plant official's home today. Gen. Westover planned to continue his tour of Air Corps bases tomorrow.



Twin Wasp Engines Carried this Navy Consolidated Patrol Plane to Two World's Distance Records. *Official Photo, U.S.N.*

Consolidated

At the **Consolidated Aircraft Corporation,** San Diego, California, production is being rushed to complete 60 PBY-1 patrol boats for the Navy which must be completed by the first part of the coming year. In addition there are 50 PB-2A pursuit planes under construction which will be completed before mid-summer.

Plans are now being completed for an experimental building in which the company can enter into secret development of large military aircraft for the U. S. Government. The building will be 200'x200', or large enough to assemble an aircraft with a wingspread of almost 200 feet. To the experimental building will be added a warehouse, giving a total floor space for the building of 97,300 square feet. Seventy-five thousand square feet of floor space will be added to the present factory building also.

The Consolidated expansion program calls for a tool and fixture storage building 50'x100', and an additional 10,000 square feet of floor space to be added to the present paint department. A photographic, physical, and chemical laboratory will also be constructed, according to present plans.

When the new buildings are completed, it is expected that present force of 2,000 employees will be doubled, which will double the company's capacity output.

"Western Flying" Mear 1936

U. S. AIR SERVICES

Aug. 1936

d Contracts to Cur

CONSOLIDATED'S BIG CONTRACT

THE NAVY DEPARTMENT announced on July 15th that a contract had been awarded to the Consolidated Aircraft Corporation, San Diego, Calif., for fifty airplanes, VPB type, for a total of $4,898,000.

Consolidated

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Curtiss-Wright

Directors of the **Curtiss-Wright Corporation** met in New York, March 27, and decided to offer additional shares of com-

"Western" - May Flying - 1936

AVIATION: Consolidated Aircraft Brings to the West Country's Second Largest Plane Factory

(NEWS REVIEW will, from time to time, publish such stories as the following, concerning Pacific Coast industrial units which are establishing the West's future great economic position. In choosing as its first subject, Consolidated Aircraft Corporation, NEWS REVIEW was prompted by two considerations: first, the fact that Consolidated is, today, the largest manufacturer in the West's most southerly metropolis; second, that its history illustrates the continued centralization of aviation on the Pacific Coast.)

Situated in the southwestern corner of the United States, San Diego possesses ideal conditions for the development of an aviation industry. Consolidated Aircraft Corporation, second largest manufacturer of commercial and fighting craft in the country, moved to San Diego last fall, however, for more reasons than ideal flying weather and a good business deal. At San Diego is the Naval Air Base and a large part (90 per cent) of Consolidated's production is on army and navy contracts, deliverable at San Diego.

Nevertheless, the movement of Consolidated to San Diego from Buffalo, New York, brought to the California city its largest industrial unit. Last month, Consolidated was employing over 2,000 persons, putting finishing touches on its $700,000, already-enlarged, plant, adjacent to Lindbergh Field.

Consolidated was organized in Delaware on May 29, 1923, by Major Reuben H. Fleet, president of the concern ever since that date, [redacted]. The elder Fleet entered aviation through air service in the World War, became business manager of the engineering department of the Air Corps at Cook's Field, Dayton, Ohio, from which post he resigned in 1922. He became vice-president and general manager, at that time, of a Rhode Island airplane manufacturing concern, resigned in 1923 to start his present company in the same state. Two years later the company began operations in Buffalo. Consolidated decided on its western migration in 1935, is now firmly entrenched, in its sprawling buildings at Lindbergh Field, as San Diego's pride.

Present production of Consolidated centers around its own pride, its PBY-type planes, 60 of which are now being primed for Navy delivery before the fall of 1937. Two-motor planes, similar in lines to the familiar China Clipper, they have greater speed and longer cruising range than the larger trans-Pacific flying boats. Few days before Consolidated's San Diego plant was formally dedicated on October 20, 1935, one of these Consolidated boats flew from Panama to Alameda, California, 3300 miles, setting a long-distance record for flying boats. Beside these ships and the small-type planes, like the fighting ship illustrated on page one, Consolidated has manufactured a commercial sea plane, used currently by Pan-American Airways. Fourteen of these ships have flown, since 1930, without loss of life or serious plane accident. Consolidated's wholly-owned Canadian subsidiary, Fleet Aircraft of Canada, Ltd., manufactures primarily a small two-place training plane.

Consolidated's authorized stock numbers 1,200,000 shares, outstanding, 574,000; par value is $1. Currently, stock sells on the New York Curb and San Francisco Stock exchanges at around $16. Price range in 1934 was $12¾ to $6½, in 1935, $16¼ to $7¾; high point this year was $23¼. A $3 preferred stock issue of 24,000 shares was authorized on April 29; last year's profit was equal to

Toward the lower right-hand corner of this bird's-eye photograph of San Diego's Lindbergh Field can be seen, in sharp, black outline, the new buildings of Consolidated Aircraft; San Diego's Lindbergh Field, on which the government has spent $700,000 to double its size recently, is close by the Naval Air Base, where Consolidated is making delivery soon on much of its current $9 million government contracts.

NEWS REVIEW FOR JULY 6, 1936

Western Flying June 1936

Consolidated

Following a definitely outlined program of expansion, the **Consolidated Aircraft Corporation,** San Diego, California, has awarded a contract of $138,832 to the Consolidated Steel Corporation of Los Angeles for the construction of six additional factory units. The new buildings will adjoin the present Consolidated factory now located on Lindbergh Field.

Official photograph, U. S. Navy

LATEST SERVICE TYPE OF CONSOLIDATED PATROL PLANE IN U. S. NAVY

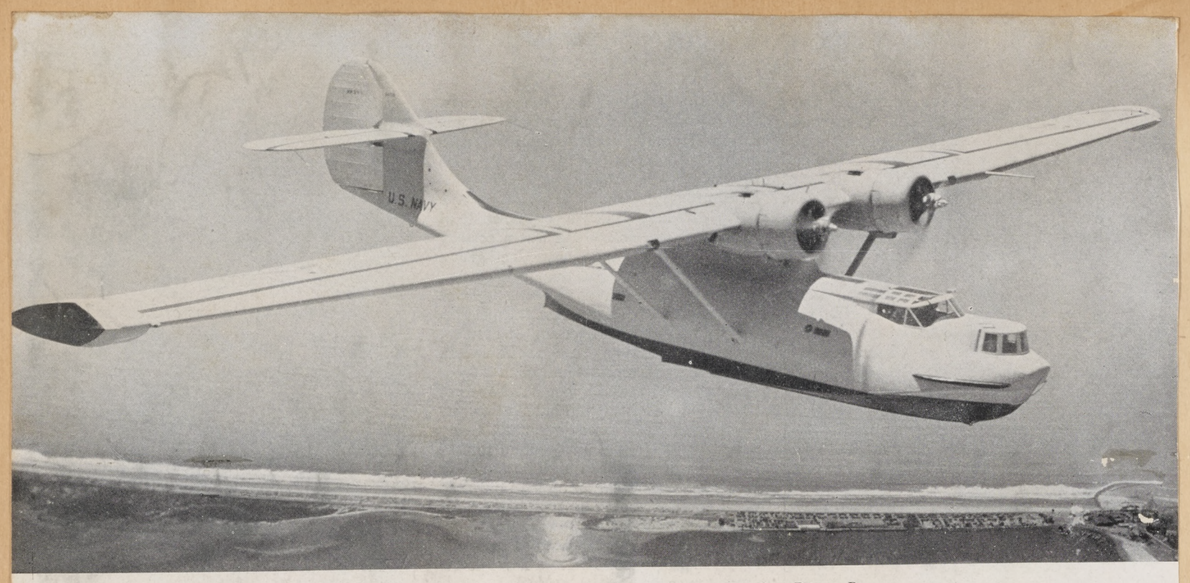
"We Can Therefore Assume that the Flying Boat of the Future Will Be of Considerably More Value Both for Carrying on Naval Functions and for Transoceanic Commercial Purposes. Any Development Carried Out in the Interest of One Will React to the Benefit of the Other."

U. S. Air Services March 1936

EDGAR N. GOTT

IT WAS a sincere pleasure to receive a call from Edgar N. Gott, last month, and be told that he would represent the Consolidated Aircraft Corporation at the capital. Mr. Gott is looking fit, and no wonder, for he has been luxuriating in the famed climate of California, supervising on his large farm whatever it is that must be done to insure bumper crops of that clover-like plant of the bean family known as alfalfa. But there is something about aviation that can't be got by hanging around even the slickest alfalfa.

So Mr. Gott, who is an outstanding aeronautic executive, with much to his credit during many active years for Boeing, Keystone, and others, in disposing of aircraft to the military and naval flying services, will be active again, this time for the highly successful company headed by Major Reuben H. Fleet. Mr. Gott's address at present is: Westchester Apartment, Washington, D. C.

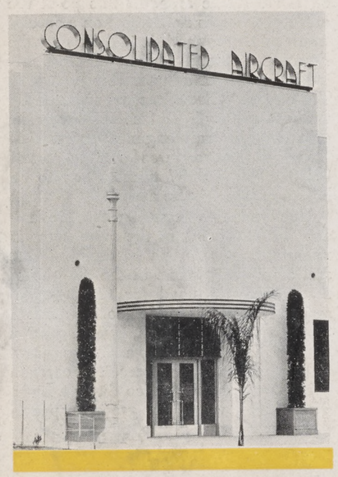


Famous Consolidated XP3Y-1 flying boat cruising over San Diego Bay.

WARRIORS OF THE AIR

SAN DIEGO, scene of many of aviation history's outstanding achievements, is the home of The Consolidated Aircraft Corporation's giant new plant. A visitor, entering the northern outskirts of the city is oftentimes accorded the treat of seeing one of the army pursuit planes, product of this firm, being put through its paces by a veteran test pilot. Almost as swift as sound, these planes streak through the air at amazing speeds as gracefully as a swallow—but with far more deadly intent. Perfectly streamlined, every angle smoothly curved, these are engines of destruction—designed to outspeed and outsmart the enemy. Even in time of peace the age-old adage, "survival of the fittest" is being manifested in our eternal quest for something that is more dangerous—more destructive—than that possessed by our potential enemies.

In the 900-foot-long Consolidated building at Lindbergh Field, 250,000 square feet of floor space is covered with modern machinery, stockrooms and work benches, comprising every up-to-the-minute facility for the manufacture of latest type pursuit, bombing and commercial planes. The building, which is of sawtooth construction so as to admit plenty of natural light, is the very acme of engineering efficiency. It is so arranged that raw materials are unloaded at one end and they proceed, through stockrooms and the various manufacturing processes, down one side and back the other and emerge, in the form of a finished plane, not a hundred feet from the point where they entered as raw materials.



PENNZOIL
Protects all Consolidated Aircraft During Their Crucial Test Flights

★

Two thousand skilled workers are employed at Consolidated at the present time. Work is well under way on U. S. government contracts calling for 110 planes at a total cost of $9,000,000. Another $1,000,000 of foreign government business is on the books. Giant "flying boat" bombers are being built for the navy, while the army has ordered a large number of the speedy, heavily armed, two-man pursuit planes previously mentioned. One of the most interesting things pertaining to their manufacture is the fact that only ten planes are being built each month—despite the fact that 2000 men, putting in a total of 90,000 hours a week, are working at top speed in order to maintain production. The answer is a precision in workmanship and methods that has been heretofore unknown to industrial enterprise. Every part of these planes must be perfect—and there's no guesswork. No better work goes into the making of a fine watch than that which it takes to build the modern airplane.

The manufacture of Consolidated's planes begins on the drawing board. Every last detail is worked out mathematically before a lathe turns. The engineering department is constantly at work on new aircraft designs—trying to anticipate the future trend for military and commercial requirements. With information at hand from the leading aeronautical laboratories of the world. these en-

(Continued on Page 15)

1936
June

U. S. Air Services May, 1936

FOUR MODEL PURSUIT PLANES were received April 15th by the Matériel Division of the Air Corps at Wright Field, Dayton, Ohio, for testing after bids submitted by the Curtiss Aeroplane Company, of Buffalo, N. Y.; Chance Vought (division of United Aircraft Corporation), of East Hartford, Conn.; Seversky Aircraft Corporation, of Farmingdale, Long Island, N. Y., and the Consolidated Aircraft Corporation, of San Diego, Calif., were opened.

These four Pursuit planes will now undergo rigid tests by Air Corps boards to determine their engineering and maintenance features and their military suitability as to type. At the conclusion of these tests, about the middle of June, contract for about 150 Pursuit planes will be awarded by the War Department to the winning company.

U. S. Air Services April 1936 EDGAR N. GOTT Blank-Stoller
At the Capital for Consolidated Aircraft Corporation

WARRIORS OF THE AIR

(Continued from Page 6)

gineers work out the fine points of performance requirements—of potential fabrication methods—until finally all preparatory developments are complete. Then comes the supreme test—a trial or experimental ship is built, virtually by hand.

These experimental ships are subjected to every known test within the plant. Engineering problems which had not fully been anticipated on the drafting board are ironed out and finally the ship is flown—but only after it has been proven sound from an engineering standpoint. Government specifications must be met. If the plane falls short in any respect it will not be considered. When that happens—which is not often because of the precision methods involved—it just has to be charged up to experience. It's a pretty stiff price to pay, too, because the first plane is always, by far, the most expensive. In the case of the huge Model XP3Y-1 flying boat which was built for consideration by the navy, the craft flew 3000 miles non-stop in one of its official tests. Incidentally, Consolidated was awarded a contract for a large number of these ships.

Under mass production methods, a single plane design calls for hundreds of special tools besides those found in the shop and those which are obtainable from firms which specialize in aircraft industry requirements. As a result, it is necessary to make these items, and this job provides occupation for many skilled workmen in the Consolidated plant. Tool designers formulate the plans and the tool makers tax skill, precision and experience to the limit in order to build into the tools those qualities which will give the finished part the high standard of perfection which is required.

Simultaneously with the release of plans to tool designers, a planning department begins the routing of materials through some 18 departments in the plant which synchronizes the activities of the various departments and insures smooth functioning of the plant as a whole. With operating plans laid out, the plant begins production as a unit. Each man knows his job, and the hundreds of different parts required begin their trek from raw material, through the various operations, until finally they are assembled to make a complete job. Every part of the planes now being manufactured is made of metal, not one piece of wood being used in their construction. Every operation is checked and double checked by plant and army or navy inspectors, every device known for the detecting of metal faults, etc., being utilized.

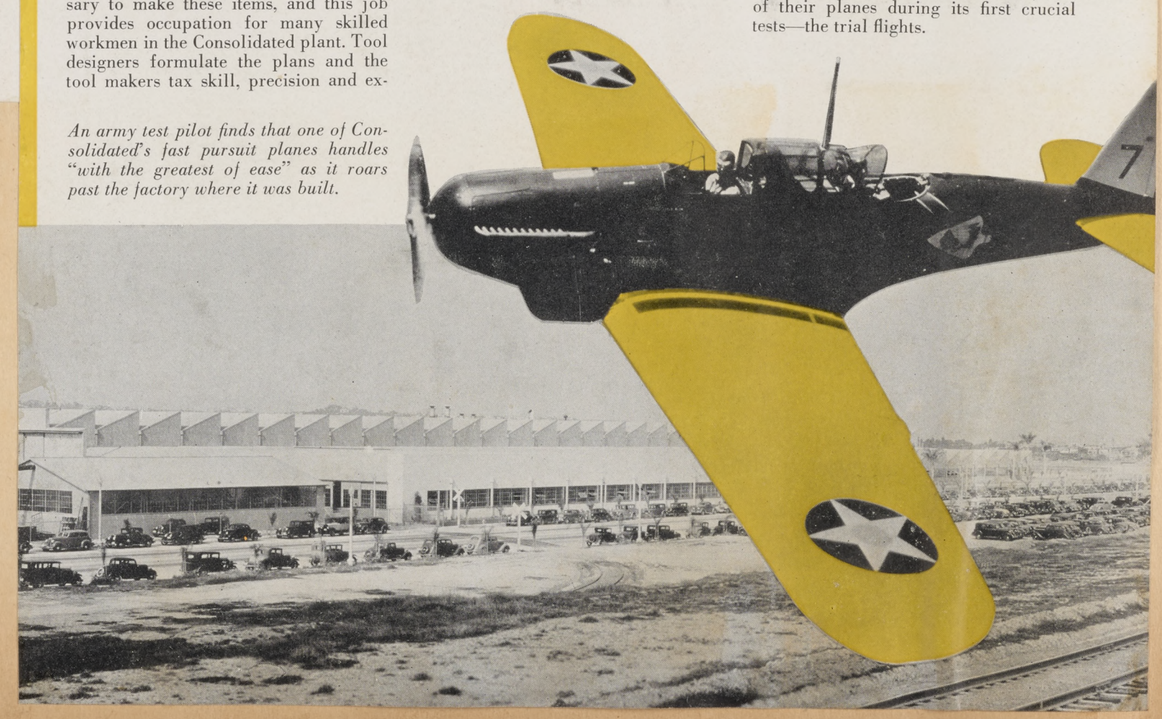
Thousands of rivets are used in the manufacturing process, a machine making them from aluminum alloy wire stock. The rivets are heat treated, softened up and are stored in a large electric refrigerator. From here they are taken to smaller refrigerators on wheels at convenient locations near assembly lines. It is necessary to keep them at a low temperature because they tend to age or harden if exposed to room temperatures.

Every engineering drawing specifies not only the material from which every part is to be made, but the treatment it is to get before, during and after fabrication. A complete chemical and physical testing laboratory is maintained within the plant for testing these various stages and it is constantly being utilized as a double check on the rigid inspection conducted by plant and government inspectors.

In the final stages of assembly, the army pursuit planes turned out by Consolidated are fitted with 12 cylinder V-type supercharged aviation engines, developing 700 horsepower. The navy flying boats are equipped with two radial motors each developing 900 horsepower. When completed, each plane is carefully checked over, after which it is fueled, the motor filled with PENNZOIL, and it is ready for the trial flights.

All the research and experimental effort of Consolidated's engineers, the mathematical preciseness of their draftsmen and the skilled workmanship of their hundreds of highly trained employees are focussed on one thing—the production of a ship that will exceed the buyer's specifications and that will be as safe in the air as human ingenuity can make it. It is an acknowledged fact that proper lubrication can spell the difference between success or failure when it comes to meeting with government specifications for their air fighters. The Pennzoil Company is indeed proud that PENNZOIL has been selected by The Consolidated Aircraft Corporation to lubricate *every one* of their planes during its first crucial tests—the trial flights.

An army test pilot finds that one of Consolidated's fast pursuit planes handles "with the greatest of ease" as it roars past the factory where it was built.



....And Consolidated Was Born

By W. H. HITCHMAN

Consolidated Aircraft has been making aviation records fly in many directions. Few months ago it moved from Buffalo, New York, to a new and larger factory at San Diego and is now busy fulfilling Government contracts. The author—"Hitch" to his many acquaintences—is with the aviation division of Shell Oil Company in Los Angeles and is West Coast correspondent for this magazine.

WHEN Major Reuben H. Fleet, then a flying cadet at Rockwell Field, San Diego, was practising Figure 8's during the Late Great War, he often thought he would like to build 'planes in the land of Eternal Sunshine. Today, nineteen years later, he is not only at the helm of one of the world's largest aircraft factories in the Sunny South, but has had the satisfaction of seeing one of his Company's ships give to America the World's Long Distance Record, not as a personal venture, but as a militarized unit of the United States Navy, under full military load. Not long ago a Long Range Patrol Boat (X P 3 Y 1), built by Consolidated flew from Coco Solo, Panama, C. Z., to San Francisco, California, in thirty-three hours!

Flying Cadet Fleet moved rapidly upwards in the U. S. Army . . . a Captain . . . a Major. He was Commanding Officer at Sacramento's Mather Field; Contracting Officer for the United States Air Corps at crack McCook Field, Dayton, Ohio. Responsible for the inauguration of the first official airmail, he actually flew one of the three 'planes from New York to Washington, D. C. He resigned from the Air Corps with much manufacturing experience behind him, became General Manager for Gallaudet Aircraft at East Greenwich, R. I. Work slackened and Major Fleet decided to form his own Company, using the manufacturing facilities of the Gallaudet Company and the engineering services of the Dayton-Wright Company, of which latter outfit the well-known Colonel Virginus E. Clarke was then Chief Engineer . . . and Consolidated Aircraft, incorporated for $25,000, was born. Thirteen years later its assets total nearly three million dollars, and it has a record of delivered business in an amount exceeding twenty-three millions of dollars.

Consolidated, in its first years, specialized on training types of ships and Consolidated Training Planes became standard for both the U. S. Army and Navy. Many thousands of military pilots earned their wings in these sturdy ships.

Now a subsidiary, Fleet Aircraft of Canada, makes training aircraft. At the present time they have many foreign orders, for both military and commercial trainers; sixteen Trainers for the Mexican Government and ten similar ships for the Royal Canadian Air Force, to say nothing of a complete range of parts for 110 Fleet Trainers operating in China!

The East Greenwich quarters soon became too small. In Buffalo, New York, there stood the great war-time Curtiss Airplane factory. Consolidated leased a portion of it, promptly branched into other lines. Fast transports were designed and built; attack and pursuit aircraft were built for the Army, and large patrol-type flying boats for the Navy. No less than sixty-two of these flying boats have been manufactured in the last seven years and all are still flying . . . a record unparalleled in the history of Aviation.

By 1935 the manufacturing situation had again grown so acute that factory and families were again moved . . . to the place of Reuben Fleet's early day dreams . . . San Diego. Here seaplanes . . . and especially the big patrol-type boats, could be cradled on wheels to deep Bay water. Here non-flying days were practically nil, and sub-zero flying conditions were always absent. In less than a year Consolidated's new plant, covering a quarter of a million square feet of space, has been erected, production has been started and airplanes are being delivered at the rate of ten a month! The immensity of moving can be imagined when it took place in the middle of a large contract and tools and jigs were dismantled, packed, shipped, set up in the new plant.

Chief Engineer is I. M. Laddon, and many a famous ship has first taken shape on the immense Laddon drawing board. At present no new aircraft designs are contemplated by Consolidated; instead, considerable money and effort is being expended to refine the famous ship that put the United States Navy's long range Patrol Boats so far ahead in the world.

W. B. Wheatley is Test Pilot. To him, and every other Test Pilot in the aircraft factories of the world, is the grave responsibility of first finding out what "bugs" there are in a new type of ship. Not one ship has Wheatley "washed out", not a ship has he cracked up and he has never "bailed out." Consolidated's ex-U. S. Mail Pilot has had good ships under him and every one has been safely landed on Mother Earth again.

Roughly, around 2,000 men go to make up the bench hands, sheet metal workers, riveters, machinists, tool and die makers, assemblers, heat treaters, spray painters, clerks, stenographers, executives, and a most competent telephone operator imported from the U. S. Army Air Corps at Rockwell Field, that is known as Consolidated Aircraft.

At left, model PTIIC Seaplane, one of the trainers for which Consolidated is noted. At right on opposite page is the XP3Y-1 which made the record flight last October with Lieut. Comdr. Knefler McGinnis at the extreme left of the crew of six.

The Major, six-foot, blue-eyed and thorough-going, is a busy man and takes plenty of toll from his own iron constitution. He delegates responsibility through his department heads, is brief, to the point, and has one idea firmly fixed in his mind. That idea is "Performance." It is Major Fleet's fetish in life. Opportunity never knocked on hard-working Major Fleet's door twice!

Quiet, slim, son David is general factotum and keeps his big organization harmoniously knit together, working for a common cause. Of present day engines he said he'd like to see motors of 2,000 to 2,500 H.P. built. "Generally speaking" said he, "engines are behind airplane development. Today we can use engines of greater output, and the new Wright and Pratt Whitney Motor, developing a 1,000 H.P. plus is the only engine we can count on right now, but we're ready when more power in single units is available."

Of the men, David Fleet said "We have had and continue to have difficulty in obtaining skilled help. This is primarily due to schools of different kinds turning out too many scholars and white-collar men and not enough craftsmen. It is physically impossible to give every one in the country a white-collar job, and many a hundred thousand boy should learn a trade. He would rarely be without a job, he would have technical knowledge, be a master of his trade and all the amazing short-cuts thereof, and be a real asset to his intelligent employer. He would have an immense amount of self-respect, be reliant, reliable and resolute. In terms of modern working conditions he would be his own master for never yet have we fired a competent worker." Major Fleet's company has hired many a youngster from approved type technical schools.

Men who get into a jam (and what society of men far less numerous than Consolidated's 2,000 never gets into some sort of a jam?) have recourse. The many foremen in the plant have the right to fire a man for such things as incompetence, insobriety, insubordination . . . or other causes which do not make for hearty, intelligent work. So much depends upon the last minute detail of each man's job . . . nothing less than the lives of the pilot and crew when the ship is aloft . . . but any man can take his troubles, real or fancied, to Production Manager Van Dusen for a fair, impartial and unbiased hearing. Van Dusen has a knack of getting down to the essentials of life; if a man is evasive, shifts uneasily, won't look his fellow workers in the eye, it's a score against him. Nevertheless the smallest details are gone into and the man is either upheld or dismissed. Few, incidentally, are let out.

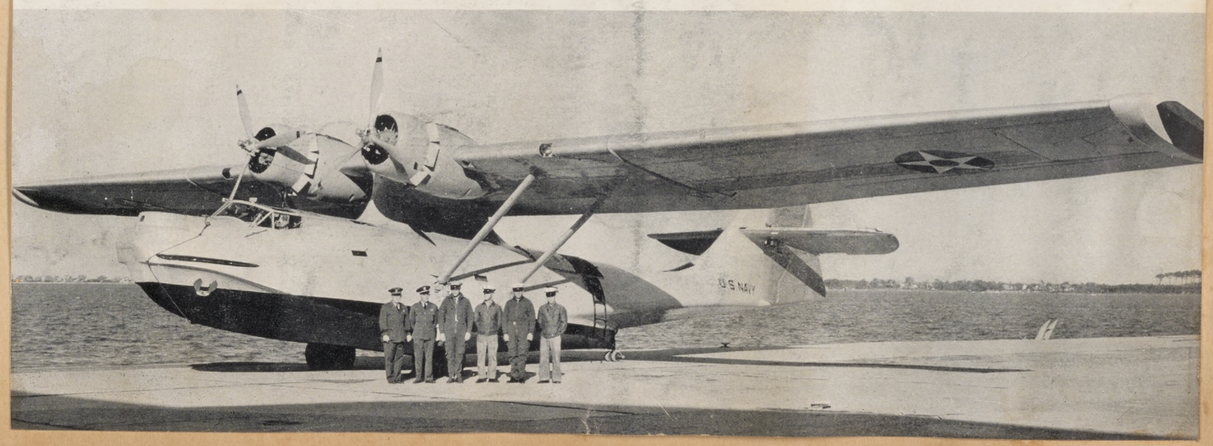
At the present time Consolidated is building fifty two-seater pursuit planes for the U. S. Air Corps and sixty Long Range Flying Boats for the United States Navy. It would be interesting to see one of these flying boats converted into a passenger carrier! Perhaps someday in the near future famous, potent Consolidated will also be building mighty clipper ships for use on the sealanes of the World.

Welding a steel attachment fitting in Consolidated's plant.

Air Traffic Increases

While domestic air lines carried fifty per cent more passengers in 1935 than in 1934 (860,761 carried in 1935), indications point to an even bigger year for 1936. Nineteen of the twenty scheduled air lines carried nearly 15,000 more passengers in March of this year than in the same month of 1935, while eighteen companies carried approximately 300,000 more pounds of express. The current gain over last year may be shown by the following report for March.

	March 1936	*March 1935*
Reporting companies	19	21
Passengers carried	70,123	55,198
Passenger miles flown	31,615,386	24,750,894
Express carried (pounds) ..	535,541	238,369
Express pound miles flown ..	280,688,857	155,673,202
Miles flown	4,834,699	4,125,991
Passenger seat miles flown ...	50,646,932	41,147,967
Percent used—seats	62.42%	60.15%



tor attack ships were used in the design of the structure.

San Diego's largest aircraft factory is, of course, the one built by Consolidated in 1935 and added to repeatedly during 1936. At present, this factory, the second-largest on the West coast, employs about 3000 men and runs day and night producing Navy patrol boats and two-place pursuit ships for the Army.

The boats, now known as PBY-1s, were designated XP3Y-1s originally, and under that baffling title made history with their formation flight to Coco Solo, Canal Zone, last year. Powered with two Twin-Wasps, they are built for long-range work and have a span of 105 feet.

The PB-2A, two-place pursuit, ranks first among the Army's high altitude performers. A number of these were built in the company's Buffalo plant, before the San Diego lay-out was finished, and delivered to the G. H. Q. Air Force, where for a time they shared with the Martin bombers the doubtful honor of being the only modern airplanes in the Army. With the completion of the new plant, regular production on these ships was begun.

Reuben H. Fleet, after whom the company's first and probably most famous airplane was named, is president of Consolidated.

Western Flying Oct. 1936

Consolidated

A total of 185,300 square feet are being added to the floor space of **Consolidated Aircraft's** new plant in San Diego, bringing the total floor space up to 432,141 square feet, an increase of approximately 75 per cent over the original area. The main factory additions equal 65,000 square feet; paint shop, 10,000; tool and fixture storage building, 10,000; paint and oil storage, 2,000; and the experimental building, 96,300. In addition to the expansion of the plant an overhead monorail system consisting of 6,755 feet of track is being installed.

The construction, which started in July, should be completed by the first of November.

◆

Consolidated Aircraft employees introduced a new house organ to the aviation industry with the publication of the first issue in September.

Factory Record in S.D. Plane Award

"SD Union" July 16 '36

FIFTY SHIPS FOR NAVY; PLANS NEW BUILDING

Announcement that the Consolidated Aircraft Corp. of San Diego today received from the United States navy two notices of award of contracts aggregating $5,485,115 for 50 giant flying boats and "a secret development of an advanced nature," was made this afternoon by Maj. R. H. Fleet, president.

"Secret Developments"

"The largest of these two awards covers 50 of the same model as the 60 flying boats now under construction at Consolidated," said Fleet. "This is the same design as the boat which was flown non-stop from Coco Solo to San Francisco last October by Comdr. Knefler McGinnis of the navy, breaking the distance record for this type of plane. The record still stands. This same boat, on duty with the fleet, yesterday flew from Seattle to San Diego non-stop in eight hours.

"With today's awards, Consolidated will be in production on a total of 110 units, plus spare parts equivalent to 22 more, or a grand total of 132 of this type of plane for the United States navy. This, we believe, is the largest production of one type of flying boat in the history of American aviation and the largest volume of business so far enjoyed by this company, thus justifying our faith in the future of aviation, our products and the increase of approximately 80 percent in our manufacturing facilities, now well under way.

"The smaller of the two awards received from the navy covers a secret development of an advanced nature. To handle this, Consolidated is constructing a three-story building for experimental and engineering purposes which will provide as fine facilities in this regard as any in the world. It is for this building that the steel piling is now being driven at the south side of the plant adjoining the Ryan addition,'" he added.

Additional flying boats of earlier design now are being manufactured by Consolidated for other nations with permission of the United States government, according to Fleet.

"Also," he said, "this month the plant is finishing an order of approximately $2,300,000 for 50 two-seater pursuit planes for the United States army air corps."

Consolidated opened its plant Sept. 3, 1935. Some 2269 men are employed and the payroll now is approximately $285,000 per month, according to Fleet. "With the completion of plant facilities, 1000 additional trained mechanics will be required as the new facilities are finished, and as fast as they can properly be assimilated," he said.

LEMKE DIES FAILS

☆ THE ASSOCIATED PRESS ☆ ☆ THE INTERNATIONAL NEWS ☆

EVENING TRIBUNE

OFFICIAL CITY NEWSPAPER

SECTION A — SECTION A

PRICE 3 CENTS 65 CENTS PER MONTH — SAN DIEGO, CALIFORNIA, WEDNESDAY, JULY 15, 1936 — LATEST MARKET REPORTS ON INSIDE PAGE

'Consair' Finishes Last of 50 Pursuit Planes For Army AS New Contract For $5,485,115 Navy Craft Is Signed

As the last of 50 high-speed pursuit planes for the Army was whisked off "the line" last week, Consolidated Aircraft Corp. rejoiced as it received contracts for construction of 50 new Navy flying boats and other aircraft for a combined cost of $5,485,115. Maj. R. H. Fleet, president of the local corporation, described the business as "largest production of one type of flying boat in the history of American aviation, and largest volume of business so far enjoyed by this company."

What's "the dope" on these new flying boats—also the "dope" on the Army ships? Consolidated officials hope to execute another contract with the Army for the pursuit "jobs," too.

"The dope" is that specifications and performance figures are secret and confidential, as far as Consolidated is concerned. But from other sources, and from knowledge of the actual performances of these craft, certain facts are evident.

Distance Flyers

The flying boats are similar to the type which Comdr. Kneffler McGinnis of the Navy flew on record-breaking hops from Coco Solo to San Francisco, and from San Francisco to Hawaii in formation. From the elapsed flying time of these flights, you can figure the cruising speed at around 140 mph. Top speed may be around 170 mph. They are powered with two radial motors which generate a total of about 1400 horsepower.

In appearance they are of the "high-wing" type, a monoplane set on top of a central structure on the boat proper. The motors are built into the leading edge of the wing, at either side of the cabin. There is a single empennage or "tail." This consists of the "fin" and rudder vertically, and the horizontal stabilizer and "flippers." Wing-tip floats are folded into, and then become a part of, the wing surface.

It's no secret—and in fact a proud boast—that these patrol planes "represent the joint development of the Navy and Consolidated," said Maj. Fleet, "and are the most advanced type of military patrol bomber flying boats in the service of any Navy in the world.

"They are, in reality, air cruisers, operating with the fleet. They are self-supporting and do not require hangars or carrier space, being constructed to weather the elements and sea. They can patrol without landing for more than 24 hours, thus affording the greatest security to crew.

Air or Sea

"Landings on water can be made without difficulty since these boats have successfully passed all seagoing tests to which the Navy trial board could subject them. However, forced landings on water should be extremely rare—unless occasioned by an enemy. The motive power of these craft is such that they can fly on one engine."

From the beginning to now the Consolidated has been very secretive about the new Army fighter. But Army pilots who fly them have remarked on their performance—their tremendous speed of 265 mph, their ability and maneuverability at high altitudes, and withal their long range. They are of a two-seater type, powered with a supercharged "in line" motor developing 650 horsepower, and throwing a three bladed propeller.

Secret Plane

About half a million dollars of the new Navy contract will be used for "secret development of an advanced nature." To handle this contract, Consolidated is building a three story building for experimental and engineering purposes which will give this plant as fine facilities in this regard as any in the world.

What will that "secret" plane be? Your guess is as good as anybody's. Only the Navy, Consolidated and the Almighty know. But certain observers can—and have—made good guesses. The gist of them is that it will be a huge four-motored long-distance flying boat similar, but superior to, the "clipper" Martin type used on Pan-America's Oriental service.

MAJ. R. H. FLEET

The layman might ask: why couldn't it be a "super-super" speed plane for the Navy? Improbable. Most of the Army flyers admit that Consolidated's new pursuit ship can not only out-maneuver anything else—but can out-maneuver the human ability of the pilot. That is, the human body isn't of stern enough stuff to put that ship through the limit of its capers.

They say that it's so fast that if you aren't careful about your t[illegible], centrifugal force will "turn out the lights on you"—i.e., draw the blood from your head, cause temporary unconsciousness.

If this is true, then fighting planes have reached the absolute limit of practical speed. Further improvements would be confined to refinements in fighting equipment, protective equipment and accuracy of firing guns or bombs.

AVIATION HISTORY TO BE SHOWN AT 'HATTER' MEETING

S.D. UNION - 8/13/36

Lyman H. Johnson, promotional director for the national air races in Los Angeles Sept. 4-7, will be honor guest at a special "national air race" program at Hi Hatters' luncheon tomorrow noon at the San Diego club.

Feature of the meeting will be the screening of historic aviation movies, "Man's Conquest of the Air," compiled by Zeno Klinker, Los Angeles aviation enthusiast.

Special guests of honor will be Capt. Arthur L. Bristol, commanding Naval Air station; C. A. Van Dusen, vice president, R. S. Madison, secretary-treasurer, and Edgar N. Gott, assistant to the president, of Consolidated Aircraft Corp. William Van Dusen, chamber of commerce official who is in charge of arrangements for San Diego's big aviation round-up Aug. 28, will be chairman.

Freak aviation inventions—which didn't fly—furnish the comic element of the films.

Cons. Aircraft Pfd. Is Offered at $55

8/18/36
WASH. DC. POST

Hammons & Co. are offering today, subject to prior subscription by holders of common stock, 22,976 shares of convertible $3 preferred stock, without par value, of Consolidated Aircraft Corporation at $55 a share.

The registration statement covers also 73,600 shares of $1 par common, 48,000 shares of which are being reserved for issuance upon the conversion of 24,000 shares of the convertible $3 preferred, and 25,600 for subscription by employes.

Proceeds from the offering will be used for construction and equipment of additions to plant, and to provide additional working capital.

The company's plant is on San Diego Bay, Calif.

36 "Wall St. Journal"
AUG 3 - 1936

Consolidated Aircraft Corp.

SAN DIEGO—Consolidated Aircraft Corp. and subsidiaries report for the quarter ended June 30, 1936, net income of $184,950, equal to 32 cents a share on 574,400 shares (par $1). No mention was made of any provision for federal surtax on undistributed profits. In the preceding quarter net profit was $3,730.

For the six months ended June 30, last, indicated net profit was $188,680, equal to 33 cents a share, against $276,143, or 48 cents a share in the first six months of 1935.

Unfilled orders totaled approximately $13,000,000 on June 30, 1936.

The company has 2,269 men employed. With the completion of additional plant facilities 1,000 additional men will be required.

S. D. PLANE FIRM GETS BIG ORDER

Production of Huge Flying Boats to Set Record; $5,485,115 Award Calls For Secret Experiments.

Contracts for construction of 50 flying boats and for a "secret development of an advance nature," totaling $5,485,115, were awarded to the Consolidated Aircraft Corp. by the navy department yesterday, according to announcement by Maj. R. H. Fleet, aircraft plant president.

The largest of the awards was for the flying boats, 60 like models of which are under construction at the plant.

Shattered Distance Mark

The new ships will be of the same design as the boat flown non-stop from Coco Solo to San Francisco last October by Comdr. Knefler McGinnis of the navy, breaking the distance record for this type of plane, Maj. Fleet said.

With the new contract, Consolidated will be working on production of a total of 110 units in addition to spare parts equivalent to 22 more planes.

"This," Maj. Fleet said, "we believe is the largest production of one type of flying boat in the history of American aviation and the largest volume of business so far enjoyed by this company. It justifies our faith in the future of aviation, our products and the increase of approximately 80 per cent of our manufacturing facilities."

Tested Here in June

In explaining the merits of the boats, Maj. Fleet said that they are "air cruisers, operating with the fleet, are self-supporting and do not require hangars or carrier space. They have the ability to patrol without landing for more than 24 hours, thus affording the greatest security. Landings on water can be made without difficulty since these boats have undergone successfully all the seagoing tests to which the navy trial board has subjected them. Forced landings on water, however, should not occur as their motive power is such that they can fly on one engine. The trials on this model of ship were officially conducted by the navy at San Diego last June."

The local plant also designed and manufactured the P2Y-1 and P2Y-3 flying boats. The former broke the world's mass formation distance record, by flying in formation nonstop from San Francisco to Honolulu, a distance of 2408 miles, in January, 1934, under direction of Comdr. McGinnis with Comdr. M. A. Mitscher as official navy observer.

"All of these boats," Maj. Fleet said, "represent the joint development of the navy and of Consolidated and are the most advanced type of military patrol bomber flying boats in the service of any navy in the world."

New Building Under Way

The smaller award made the Consolidated by the navy covers a "secret development of an advanced nature," Maj. Fleet said. "To handle this contract, Consolidated is constructing a three-story building for experimental and engineering purposes which will give this plant as fine facilities in this regard as any in the world. It is for this building that the steel piling is now being driven at the south side of the plant adjoining the Ryan addition."

Other flying boats, the president said, are now being manufactured for other nations by Consolidated with permission of this government.

The local plant, Maj. Fleet said, this month is finishing a $2,300,000 order for 50 two-seater pursuit units for the army air corps. These ships are the highest performing airplanes at an altitude of any aircraft of its type in the country, he added. The plant also is manufacturing spare parts for other products mar-

(Continued on Page 2, Col. 7)

STOMPED KILLED

$5,485,115 NAVY CONTRACT IS WON BY CONSOLIDATED

(Continued from Page 1)

keted throughout the world in the last 13 years.

Engines and propellers manufactured by Pratt & Whitney and Wright Aeronautical Corp. are being used in Consolidated's current production.

Consolidated opened its plant Sept. 3 last year and already is increasing its facilities by about 80 percent, an indication of the phenomenal growth it is enjoying. Its proximity to naval activities gives the plant an opportunity to be of superlative service to the navy, Maj. Fleet said. The enlarged factory, which will be completed in about three months, is the only aircraft plant in the U. S. able to apply line production methods successfully used by the automobile industry.

Maj. Fleet said that within three months the seaplane base and ramp which the city has agreed to build for the plant, in common with other users, will be necessary to effect delivery of these large boats.

The pant head said that 2269 men are employed at the plant and that the payroll is about $285,000 a month. With the completion of plant facilities, he said, 1000 additional trained mechanics will be required. The lowest wage paid by the firm, Maj. Fleet said, is 40 cents an hour. The day shift temporarily is working 45 hours a week and the night shift 50 hours a week with payments of time and a third for more than 40 hours, thus conforming to the old NRA requirements.

Urges Dredging

"San Diego is to be congratulated upon its location of Lindbergh field, which rapidly is becoming the center of much aviation activity," Maj. Fleet stated. "With aircraft moving as they do today, San Diego is only 40 minutes from Los Angeles and a single day to any point in the United States. As the capacity of flying boats increases, the differential of 200 miles between Honolulu to San Francisco and Honolulu to San Diego will become a negligible element. Hence the weather conditions of San Diego should amply justify its location in preference to San Francisco as the United States terminal for transpacafic flying. This, however, will necessitate the contemplated enlargement of Lindbergh field immediately, particularly now that the city has arranged for the acquisition of adjacent properties near the marine base. Dredging should be started at once."

The San Diego Sun

Local Forecast: Partly cloudy tonight and Thursday.
(Complete report on Page 10)

ESTABLISHED 1881—VOL. 56 No. 197 | SAN DIEGO, CALIFORNIA, WEDNESDAY, JULY 15, 1936 | BY CARRIER, Daily and Sunday, 75c a Month

NIGHT
FINANCIAL

PRICE THREE CENTS
Sundays Five Cents

CONSOLIDATED WINS NAVY ORDER FOR 50 BOMBERS; COST 5 MILLIONS

CONS. AIRCRAFT'S ORDERS AT PEAK

Wall St Journal 7-17-36

Navy Awards Add $5,485,115 to Backlog; in Production on 110 VPBs

FINISHING ARMY PLANES

SAN DIEGO—The two awards from the United States Navy to Consolidated Aircraft Corp. announced this week bring the volume of business to the highest point so far enjoyed by the corporation. The contracts totaled $5,485,115, all for flying boats. One award was for 50 of the VPB type, the same model as the 60 boats now under construction at Consolidated.

The corporation will now be in production on a total of 110 units, plus spare parts, equivalent to 22 more, or a grand total of 132 of this type of airplane for the Navy.

Commenting on the awards, Major R. H. Fleet, president, said: "This, we believe, is the largest production of one type of flying boat in the history of American aviation and the largest volume of business so far enjoyed by this company, thus justifying our faith in the future of aviation, our products and the increase of approximately 80% in our manufacturing facilities which is now well under way."

Contract for Secret Development

The second contract covers a secret development of an advanced nature for which Consolidated is constructing a three-story building for experimental and engineering purposes. It is for this building that the steel piling is now being driven at the south side of the plant adjoining the Ryan addition.

Consolidated this month is finishing an order of approximately $2,300,000 for 50 two-seater pursuit units for the United States Army. In addition, the plant is manufacturing spare parts for its products marketed all over the world during the last 13 years. Besides the VPB models, Consolidated is manufacturing other flying boats of earlier design for foreign nations with permission of the United States Government.

Engines and propellers manufactured by both Pratt & Whitney and Wright Aeronautical Corp. are being used in current production.

VPB Seagoing Plane

The VPB ship is the same design as the boat which was flown non-stop from Coco Solo, Canal Zone, to San Francisco last October by Commander McGinnis of the Navy, breaking the distance record for this type of airplane. The record still holds. This same boat, on duty with the United States fleet, this week returned from Seattle non-stop to San Diego in eight hours.

"These boats are really air cruisers operating with the fleet; self-supporting; do not require hangars or carrier space," Major Fleet said. "They have the ability to patrol without landing for more than 24 hours, thus affording the great-

AST EDITION, THE WALL STREET

CONS. AIRCRAFT'S ORDERS AT PEAK

Continued from First Page

est security to our coast lines. Landings on water, rough water, can be made without difficulty and they have undergone successfully all the seagoing tests to which the Navy trial board has subjected them. Forced landings on the water, however, should not occur as their motive power is such that they can fly on one engine (half their total horsepower). The trials on this ship were officially conducted by the Navy at San Diego last June."

Consolidated opened its new plant at San Diego last September and is already increasing its facilities by 80%.

To Apply Line Production

"The enlarged factory, which will be fully completed in about three months, is the only aircraft plant in the United States able to apply line production methods so successfully used by the automotive industry," Major Fleet said. "Within three months the seaplane base and ramp which the city has agreed to build for it in common with other users will be a necessity in order to deliver these large boats."

The corporation now has 2,269 employes with a pay roll approximating $285,000 a month. When the new plant facilities have been completed, 1,000 additional trained mechanics will be required. The lowest wage paid by the company is 40 cents an hour. The day shift is temporarily working 45 hours a week and the night shift 50 hours a week with payments of time and a third for over 40 hours, thus conforming to the old NRA requirements, although the latter permitted apprentices at 32 cents an hour instead of the 40 cents minimum at Consolidated.

The Motor in Australia and Flying — JULY 1, 1936

STEAM AS POWER FOR AIRCRAFT.

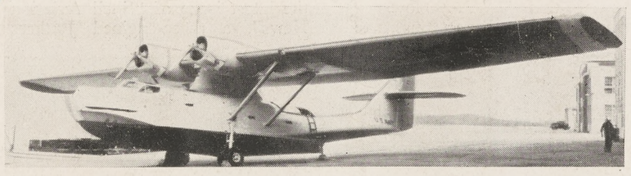
EXPONENTS of steam propulsion are busily at work attempting to perfect still another type of aircraft engine.

Acording to the latest information received by the Vacuum Oil Company, some of these experimental engines have progressed far.

One of these, developed in California, is the Doble-Besler steam aero engine, said to be the first to power successfully a man-carrying airplane. This engine, the two-cylinder V-type, develops 150 h.p. at 1,650 r.p.m. and is reported to weigh only 180 lbs. The condenser, it is claimed, retrieves 90% of the water used — with the result that water consupmtion is only one gallon to 40 miles.

Reports from Germany speak of a successful steam turbine called scendants of the speedy "Comets" which provided a sensation in the England-Australia air race. One of the type, it will be remembered flew the distance in three days. From this type have been developed the much larger weight-carrying models now nearing completion.

They will have a top speed of at least 250 miles an hour, and will be able to cruise across the Atlantic at more than 200 miles an hour. The all-up weight of these machines, carrying mail load and sufficient fuel for 4,000 miles still air flying, will be more than 11 tons.



The XP3Y1 Flying boat manufactured by the Consolidated Aircraft Corporation and powered with two Pratt and Whitney 825 h.p. engines, which holds the world's record non-stop flight for aircraft of this type with 3281.402 miles airline distance, and 3443.255 miles broken line distance.

'SECRET PLANE' HINTED AS PART OF CONTRACTS

Two contracts involving a total of $5,485,115 for construction of 50 huge flying boats, parts equivalent to 22 more of like design, and for "a secret development of an advanced nature," were let by the Navy Department today to Consolidated Aircraft Corp. of San Diego.

Huge Plane Hinted

The contracts placed Consolidated in the position of being the largest builder of long-range flying boats in the world, it was announced.

The "secret development," it was believed, although officials declined to discuss it, involved nearly a half-million dollars of the awards for construction of a huge four-motored flying boat of clipper type, to be tested by the Navy for possible adoption in its patrol wing.

Plant Expanding

The company now has the equivalent of 132 flying boats to build for the Navy, not including the secret project.

Announcement of plant expansion by 79 per cent was made recently. Work already is under way. Nearly 2300 are employed now and a thousand more mechanics will be needed.

Cons. Aircraft Gets Navy Order

Wall St Journal 7-16-36

WASHINGTON—The Navy Department yesterday awarded a contract to Consolidated Aircraft Corp. of San Diego, Calif., for 50 ships of the VPB type for a total of $4,893,000.

PLANT IS INSPECTED BY MARINE OFFICERS

S.D. TRIBUNE 8/22/36

The Consolidate Aircraft Corp. plant on Lindbergh field was inspected yesterday by a group of high-ranking marine corps officers, guests of Maj. Reuben Fleet, president, at a luncheon at his home. Headed by Brig. Gen. Douglas C. McDougal, commander of the fleet marine force and of the San Diego marine base, the group included Col. P. H. Torrey, Lt. Col. W. H. Rupertus, Lt. Col. R. J. Mitchell, Lt. Col. J. W. Webb and Lt. E. B. James. Mrs. McDougal accompanied her husband.

S.D. Aug. 13 1936
EVENING TRIBUNE, San D

HI HATTERS PLAN AIR RACE PROGRAM

Hi Hatters will hold a "national air race" program tomorrow noon at the San Diego club, with Lyman H. Johnson, promotional director of the big event slated for Sept. 4-7 in Los Angeles, as guest of honor. Feature of the luncheon will be showing of historic aviation movies compiled by Zeno Klinker, Los Angeles aviation enthusiast. Special guests of honor will be Capt. Arthur L. Bristol, commanding Naval Air station; C. A. Van Dusen, vice president of Consolidated Aircraft corp.; R. S. Madison, secretary-treasurer, and Edgar N. Gott, assistant to the president, of that air firm. Wm. Van Dusen, chamber of commerce official in charge of San Diego's aviation round-up Aug. 28, will be chairman.

S.D. Employment Shoots Up Nearly 90 Per Cent

S.D. SUN — AUG. 22-1936

Employment in San Diego county is skyrocketing.

Roy Ferguson, assistant manager of the California State Employment Service, today displayed figures showing that 1215 unemployed persons had been put to work during July.

This is an 98.7 per cent increase over the total for the same month last year, Ferguson said.

Consolidated Aircraft Corporation and Solar Aircraft Co., Ltd., boosted their working crews over 200 per cent.

The former company needs 2000 more skilled workmen at the present time than they are able to obtain, according to Ferguson.

Out of the 1215 jobless given work, 518 were hired by private organizations and 697 placed on jobs provided by contractors constructing public works.

In 1935 for the same month the total placements by the employment office was 482. Of this number 275 were classified under private placements.

The avalanche of openings has swept many names from the lists of the WPA and SRA.

More Homes Needed At $20 to $28 Rent For Plane Builders

SD TRIBUNE-9-1-36

Need for moderately-priced houses for employes of Consolidated Aircraft Corp. is accentuated by the rapidly-increasing additions to the personnel of the firm, reports Edgar Gott, assistant to R. H. Fleet, president.

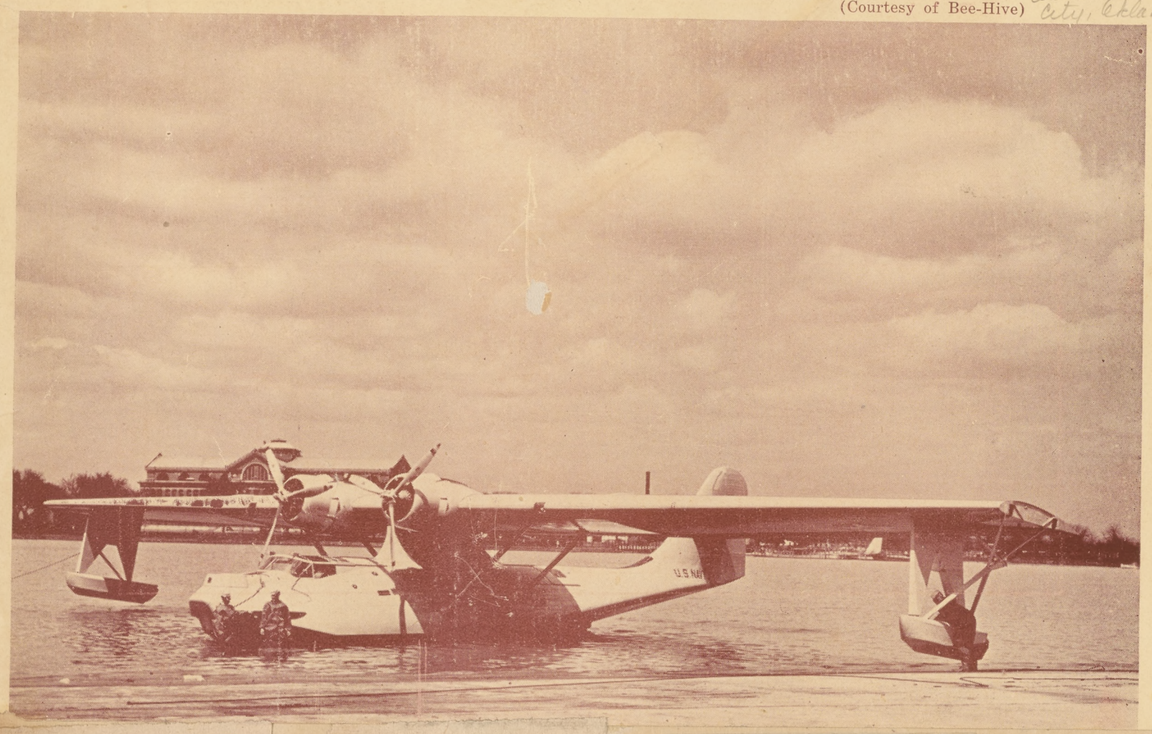
"The majority of our employes who need houses express a desire to pay from $20 to $28 a month," said Gott. "While we realize that there are a number of houses vacant in San Diego, these generally rent from $30 to $40. It is the type of house renting from $20 to $28 a month that we must have to accommodate the men who are seeking employment at the plant."

August 31/36
"Taxi Strip"
Oklahoma City, Okla.

THE NAVY'S BUSTER-UPPER OF WORLD'S RECORDS

"On the nose of this twin motored, Consolidated patrol plane rests several world's records. Powered by Wasp Engines she is the latest thing in flying boats."

(Courtesy of Bee-Hive)



Aug. 13-1936

THE SAN DIEGO SUN

SERVICE NOTES

Real Acid Test Checks Hidden Plane Flaws

By TOM CAMERON

Navy pilots are going to be assured their motors and propellers will be almost 100 per cent free from hidden defects in material which might fail under terrific stress of operating conditions, thanks to a new process for detecting flaws in metal utilized by Consolidated Aircraft Corporation, here.

The device, known as the magnaflux, consists of a magnetizing apparatus for charging the piece of metal to be tested. This, done in a couple of seconds, is followed by immersion of the metal in one chemical bath and then another.

If there's a flaw, its presence is betrayed by a thin tar-like raised line on the metal. If it passes this literally acid test, it is demagnetized and sent on its way to become a part of a motor.

This is important to the Navy, for Consolidated is building 110 huge flying boats for the patrol wing whose mission may be extended flights from here to Honolulu. And it wouldn't do for motors or props to fly to pieces about halfway over.

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S.D. UNION 9-11-36

Mrs. Putnam Visits Consolidated Factory

Amelia Earhart Putnam, widely known flier, visited the Consolidated Aircraft Corp. factory here yesterday in the company of firm officials, and expressed her surprise that the United States had such a fast-growing airplane plant, Edgar M. Gott, assistant to the president of the firm, said last night.

Mrs. Putnam drove from Los Angeles Wednesday. She was entertained Thursday night at the home of Maj. R. H. Fleet, president of Consolidated Aircraft, and Mrs. Fleet. Mrs. Putnam drove back to Los Angeles late yesterday.

AMELIA INSPECTS PLANT

Amelia Earhart Putnam, famous woman flier, returned to Los Angeles late yesterday after a 24-hour visit here. She inspected the Consolidated Aircraft plant, and was entertained at the home of Maj. R. H. Fleet, president of Consolidated.

SD Sun-9-11-36

S.D. Sun —

Thursday, August 13, 193

ARMY SHIFTS MAJOR HURD TO INGLEWOOD

But Test Pilot Won't Change Residence From S. D.

If Maj. Leland C. Hurd, Army Air Corps chief test pilot at Consolidated Aircraft Corp., doesn't hold membership in the San Diego Chamber of Commerce, he ought to.

There's no stronger booster for lcoal climate and living advantages than the major.

Inspects Factory

Ordered transferred to inspection duty at North American Aviation Corps in Inglewood, Maj. Hurd flew north today to make his first official visit to the factory where he will be detailed for months while 100 basic training planes are manufactured for the Air Corps.

But make arrangements to give up his residence in San Diego? The major won't do it—even if it means commuting more than 100 miles each way every week-end.

Maj. Hurd's transfer follows completion of the 50 pursuit plane contract at Consolidated.

Two Pursuiters Left

Only two pursuit planes built by Consolidated remain here. One, used by Maj. Hurd, is to be flown east in the near future along with three stored at March Field to await propellers. The last one to go will be the plane now exhibited at the Exposition, which will be flown away by the Army after Sept. 9, closing date of the Exposition, Maj. Hurd said.

Meanwhile, Consolidated has turned to production of 110 twin-engined flying boats for the Navy. The first of these will be ready for testing in a couple of weeks, it was said.

S.D. SUN

AUG. 31-1936

Page 8

PAYROLLS RISE EACH WEEK AT CONSOLIDATED

Nevada Congressman Tours Plant Of Aircraft Factory

Payrolls at Consolidated Aircraft Corp., San Diego's largest industrial concern, are increasing each week.

To maintain high speed in production of 110 "flying boats" for the Navy, continual additions in personnel are required, executives of the firm announced today.

With Consolidated industrial expansion, the problem of housing the plant's 2000 employes is assuming serious proportions, according to Edgar N. Gott, public relations counsel.

Low-Rent Homes Scarce

"Our newest workers are finding it increasingly difficult to secure houses or apartments where the rent is within their means," he said today. "The majority of our employes are heads of small families and require furnished houses with one bedroom at rents ranging from $20 to $28.50 per month. The single men usually look for room and board facilities.

Officials of the firm have repeatedly declared their intention of remaining out of the real estate business, but it is freely rumored that Consolidated may launch a large-scale building venture of its own to supply moderate-rent residences, should the supply of such homes be definitely found inadequate in San Diego.

Congressman James G. Scugham of Nevada was a visitor at Consolidated during the past week-end. He made a trip of inspection through the plant with Comdr. Ralph D. Weyerbacher, attached to the U. S. S. Wright.

A group of 32 large stockholders and representatives of the aircraft company's eastern bankers, toured the factory Saturday, later were guests of Maj. Reuben Fleet, Consolidated chief, at a luncheon in San Diego Club. The Western Air Express planes were chartered to fly the visitors east at 3 p. m. Saturday.

AUG. 31-1936

E SAN DIEGO UNION: TUE

NEED OF HOUSES FOR PLANE PLANT EMPLOYES CITED

Announcement that rapidly increasing additions to the personnel of the Consolidated Aircraft Corp. plant at Lindbergh field again has accentuated the need for moderate priced houses was made yesterday by Edgar Gott, assistant to R. H. Fleet, firm president.

"While we realize," said Gott, "that there are a number of houses vacant in San Diego, these generally rent for from $30 to $40. The majority of our employes needing houses express a desire to pay from $20 to $28 a month and it is this type of house that we must have to accommodate the men who are seeking employment at the plant.

It is pointed out that while there is a large percentage of skilled workmen at Consolidated, there also is a comparatively large group of unskilled workers, many of them men with families, who cannot afford to rent houses beyond $25 a month. It is this group that is causing concern to Consolidated officials, Gott said.

22 Stockholders, Bank Aids Fly to Visit Consolidated

S.D. UNION-8/30/36

On a tour of inspection of the San Diego plant of Consolidated Aircraft, 22 eastern stockholders and representatives of the company's eastern banking connections visited San Diego yesterday. They arrived in a chartered Western Air plane from Los Angeles and after a visit to the plant were guests of Maj. Reuben H. Fleet, president of the company, at the San Diego club. They returned in their plane later in the day.

Friday Rep. James G. Scrugham of Nevada, and the state's former governor, visited the Consolidated plant in company with Comdr. R. D. Weyerbacher, attached to the U. S. S. Wright. Later in the day he was a luncheon guest of Maj. Fleet.

Hawaiian Air Patrol Due to Get Thirty Big Planes

By United Press

As many as 30 of the 60 huge patrol planes under construction for the Navy may be assigned to the Hawaiian Islands-mainland patrol service, it was indicated at the Navy Department today.

While these planes are going out to replace aircraft becoming obsolete, they actually will constitute reinforcements because of their superior size, speed, cruising radius and general utility.

The new planes will be flying fortresses. Their great cruising radius will make it possible, theoretically at least, to patrol actively the vast areas of water stretching from Hawaii to Wake Island and from there to the Aleutians.

Wash. Post - Aug. 8, 1936

FLYING S. D. PLANES TO HAWAII FOR NAVY

S.D. TRIBUNE - 8-26-36

Announcing that two flights of new navy patrol planes being built at the Consolidated Aircraft Corp. plant will be made this winter from California to Hawaii, Rear Adm. Ernest J. King, commander of aircraft base force, also reports that he will go to Hawaii in October to direct extensive flights by aircraft squadrons now based there. The first filght of new planes will leave San Diego Dec. 1 for Pearl Harbor, followed by a second flight Jan. 15. Six planes will be flown on each filght. King, leaving San Diego Oct. 10 aboard his flagship, the U.S.S. Wright, is due back here in November.

TWO HAWAII FLIGHTS ARE PLANNED BY NAVY

By the Associated Press.

SAN DIEGO, Calif., August 27.—Two flights will be made from California to Hawaii by United States Navy planes now nearing completion here.

Six planes are scheduled to leave San Diego for Pearl Harbor December 1 and six on January 15. They will replace flying boats now based at the Pearl Harbor Navy Yard.

S.D. UNION-9-11-36

Forum to Hear Gott In Talk on Aircraft

"Development of the Plane and its Effect Upon Transportation" will be discussed by Edgar N. Gott, assistant to the Consolidated Aircraft Corp. president at the first meeting of the East San Diego forum this evening at Herbert Hoover Evening High school, in room 108, at 7:30.

Gott's talk will be the first in a series on "These Changing Times," Mrs. Marguerite E. Bowlby, chairman, said yesterday. Meetings will be held each Thursday evening and admission will be free.

FLEET PLANS SPEECH AT FRATERNITY MEET

David Fleet, of the Consolidated Aircraft Corp., will address the graduate chapter of his college fraternity, Phi Gamma Delta, at its regular monthly meeting Thursday noon at the Cuyamaca club. Thomas G. Cross, president of the local chapter, announces that Fleet's subject will be "The Consolidated Aircraft Corp. and the Aircraft Industry." S.D. TRIBUNE - 9-16-36

• To Lt. Commander Knefler McGinnis come new honors in the form of the Distinguished Flying Cross, presented him on April 18 by Acting Secretary of the Navy William H. Standley on behalf of President Roosevelt. Commander McGinnis was in command of the Navy seaplane flight from Norfolk, Va. to San Francisco, via Coco Solo, C. Z., which established "a new international airline distance record for seaplanes of 3,281 statute miles, and a broken line distance record of 3,443 statute miles." The Navy's non-stop flight from San Francisco to Honolulu in January, 1934, also under Commander McGinnis, set up a new world's distance non-stop flight of more than 2,400 miles.

An $870,000 contract for flying boats of the U. S. Navy XP3Y type has been awarded to the Consolidated Aircraft Corporation, San Diego, Cal. Purchaser is an unnamed South American republic.

Western Flying
August, 1936

Consolidated

Announcement that the **Consolidated Aircraft Corporation** of San Diego received from the United States Navy two notices of award of contracts aggregating $5,485,115 for 50 flying boats and "a secret development of an advanced nature" was made by **Maj. R. H. Fleet**, president, on July 15.

"The largest of these two awards covers 50 of the same model as the 60 flying boats now under construction at Consolidated," said Maj. Fleet. "With the new awards, Consolidated will be in production on a total of 110 units, plus spare parts equivalent to 22 more, or a grand total of 132 of this type of plane for the Navy."

Consolidated Aircraft, in production on an order for 60 patrol boats for the Navy, will practically double existing space at its San Diego plant with the addition of 200,000 sq.ft. at a cost of $800,000. Included in the plans is a 52,000 sq.ft. experimental building. A stockholders' meeting was scheduled for April to authorize issuance of 60,000 shares of preferred stock to pay for capital expenditures already made and for future expansion.

The National Pacific Aircraft and Boat Show, held in Los Angeles early in February, last month reported financ-

Apparently the Army is unaware of Consolidated Aircraft Co.'s present whereabouts.

In a recent news letter of the Army Air Corps, the nation-wide

SDSUN-10-5-36

tour of Maj. Gen. Oscar Westover was described in minute detail.

"During the course of his inspection trip," the accounts states, "Gen. Westover visited some of the foremost aircraft factories in the United States. Among these was the Consolidated Aircraft Co. at Glendale, Calif."

△ △ △

RECORD

S.D. UNION 8/15/36

EXECUTIVES HEAR GOTT PLANE TALK; HAINES INDORSED

"Size of flying boats will be limited only by the development of sufficiently large power plants," Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp., said yesterday, addressing the Executives association in the U. S. Grant hotel.

Tracing the history of the flying boats from the original F5L patrol boats developed by the navy in the war to the present flying boats recently contracted for with the Consolidated by the navy, Gott explained that the development was due to two main factors, one the use of all metal construction and second the development of more effective and lighter power plants.

"The original boats with their wood and fabric construction," he said, "absorbed a great deal of water and became heavier as they became older. The original motors had a weight of three pounds to the horsepower and were very limited in total horsepower. Present metal flying boats are lighter in weight in proportion and have motors developing almost one thousand horsepower per unit."

He predicted an extremely bright future for San Diego as a result of the aviation activities and manufacture.

The executives unanimously adopted a resolution indorsing Judge Charles C. Haines for nomination for justice of the supreme court of California and ordered the resolution sent to Gov. Merriam.

D. W. Campbell, president, presided and Sam G. Snyder, vice president, was chairman.

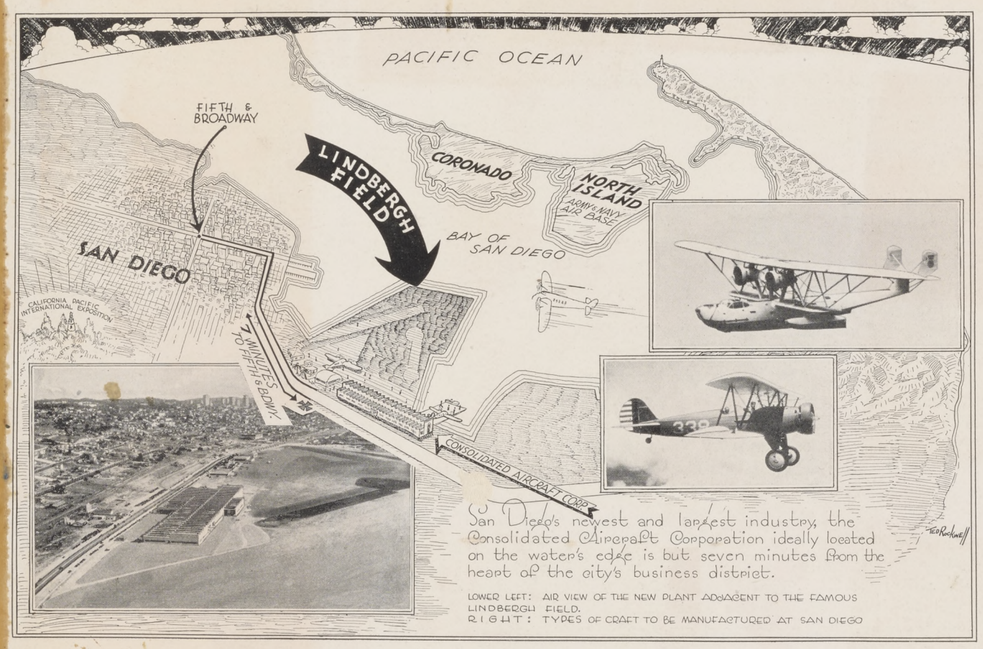
Byllesby Management

Published for Byllesby Executives

New Million Dollar Aircraft Plant in San Diego Begins Production

By P. P. PINE and FORREST M. RAYMOND
San Diego Consolidated Gas and Electric Company

SINCE Charles Lindbergh hopped off for Paris in his San Diego made plane, "The Spirit of St. Louis," this Southern California community has styled itself the "Air Capital of the West." The appropriateness of this title has been unquestioned on account of the great Army and Navy Air Bases situated across the Bay at North Island. The location of several airplane manufacturing plants in San Diego has strengthened the city's position as the most air-minded community on the Pacific Coast. How-



San Diego's newest and largest industry, the Consolidated Aircraft Corporation ideally located on the water's edge is but seven minutes from the heart of the city's business district.

LOWER LEFT: AIR VIEW OF THE NEW PLANT ADJACENT TO THE FAMOUS LINDBERGH FIELD.
RIGHT: TYPES OF CRAFT TO BE MANUFACTURED AT SAN DIEGO

Plane in Test Takes Off From Railroad Carriage

L.A. Times — 9-26-36

SAN DIEGO, Sept. 25. (U.P.) — W. B. Wheatley, chief test pilot for Consolidated Aircraft Company, today shot a light biplane into the air from a specially constructed railway carriage, taking off in a maneuver said to be the first of its kind since the Wright Brothers experimented with railway take-offs at Kitty Hawk.

Wheatley flipped the small fleet two-seater into the air from the carriage after a 400-foot run along regular railroad tracks near the Chula Vista airport.

Braking mechanism on the carriage caught too quickly after the plane's take-off and the car was wrecked, but the plane's departure was not impeded.

The carriage was a revamped railroad hand-car, eight feet long, with a steel superstructure on which the landplane rested. It was not powered, depending on the pull of the plane's propeller to drive it to the necessary speed for a take-off.

Wheatley said the device had been developed with a view to making possible quicker and safer take-offs for heavily loaded planes, such as the Clipper type in use for trans-Pacific hops, or large military or commercial ships.

"I took off in about 400 feet. If I had given the motor full throttle I could have done it in 350 feet, much less than the distance ordinarily required," Wheatley said.

GOTT URGES REALTY LAW

S.D. Sun — 10-6-36

Possibility of further delay in obtaining low-cost homes for employes of his firm because of a "great difference of opinion" regarding a city subdivision ordinance was seen yesterday by Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp.

Gott praised the work of the San Diego Realty Board in attempting to obtain a subdivision ordinance "which will protect the property owner."

"At this time we vigorously reiterate the statement frequently made by officials of this company that one of the crying needs of this city is low-priced housing facilities," he said.

THE SAN DIEGO SUN — Sunday, September 6, 1936

SP[illegible]n's Weekly ONT REVIEW

Aviation Industry

lers to make ent car now. d Sunday.

[illegible]ogram Nears Completion

FLYING BOAT, 150 CAPACITY, PREDICTED

S.D. Sunday Union - 9/13/36

SPEED FIXED AT 230 MILES

Crew of 20 Will Operate Huge Craft; Staterooms And Convertible Seats to Be Provided; 6 Propellers.

By I. M. LADDON
Chief Engineer, Consolidated Aircraft Corp.
(Courtesy Consolidated Aircraft)

Flying 300,000 pounds through the air at more than four miles a minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future. Larger and faster flying boats with long range and commodious passenger facilities for fast inter-continental transportation at lower cost are being planned.

Our engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles an hour. Making appropriate changes in size and improvements consistent with present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles an hour with a cruising speed of 230 miles an hour are attainable.

One hundred and fifty passengers can travel in this airliner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious Pullman seats convertible to sleeping berths for overnight travel. The staterooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of 20, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry more than 15,000 gallons of gasoline which will be sufficient for 4000 miles of flight.

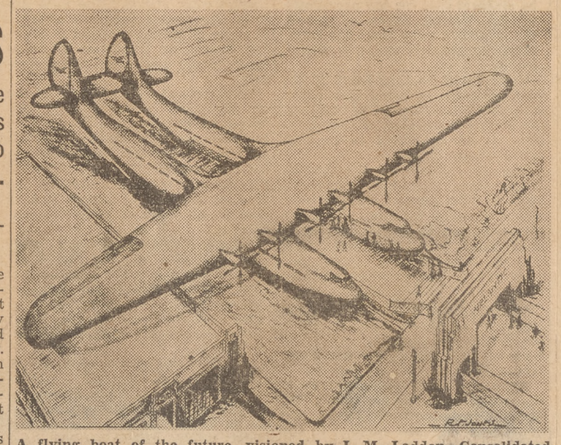
The design of the twin hulls is based on the most advanced type tested by the national advisory committee for aeronautics at Langley field, Va. This type gives very low water and air resistance.

Each of the six 16 3-4 foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower half of which could be disconnected for servicing in flight.

Although this design study was based on light gasoline engine design, great strides are being made in Diesel engine development so that it is reasonable to believe

(Continued on Page 2, Col. 4)

HUGE SKY QUEEN OF THE FUTURE



A flying boat of the future, visioned by I. M. Laddon, Consolidated Aircraft Corp. chief engineer, which will have a cruising speed of 250 miles an hour and a range of 4000 miles.

BIG FLYING BOAT NEAR, FORECAST

(Continued from Page 1)

that they also may be available for airplanes of this size. The Diesel engine would give even greater efficiency resulting in lower cost of operation.

A landing speed of 60-75 miles an hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

An initial wing loading of 46 pounds a square foot will insure riding comfort hitherto unkown. Although the range of the plane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have succesfuly increased from 15 to 30 pounds a square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-size aircraft are rapidly being worked out so that great forward strides are inevitable.

CONSOLIDATED, RYAN ENLARGE FLOOR SPACE

Plants To Increase Rate Of Production In Additions

Building expansion of San Diego's two largest aircraft concerns, Consolidated Aircraft Corporation and Ryan Aeronautical Co., is almost complete.

At a cost of approximately $500,000, the huge Consolidated plant will have increased its floor space 80 per cent at the conclusion of its present building program.

Equipment is already being moved into the north wing addition, which will be available for production use within three weeks, according to Edgar N. Gott, assistant to Maj. Reuben Fleet, president of Consolidated.

Congestion Relieved

Steel work is under way on the south wing addition, which when completed will give the factory 10 acres under roof.

Not only will the present congested condition of the plant be relieved, thus enabling an accentuated flow of production, but separate space will be provided in the additions for work of a confidential and experimental nature, Mr. Gott said.

Consolidated is at present speeding construction of 110 "flying boats" for the Navy.

Production Tripled

Productive capacity of Ryan Aeronautical Co.'s enlarged plant will be tripled, President T. Claude Ryan announced yesterday, as he ordered the moving of new equipment into the $20,000 addition due to be completed in two weeks.

In a factory floor space which will virtually be doubled, production will be stepped up to three Ryan ST monoplanes weekly. On hand are sufficient orders to keep the enlarged plant busy for four months, according to Mr. Ryan. Recent appointment of a South American sales representative indicates increased demand for the sports planes.

Additional equipment necessitated by the factory enlargement will require an expenditure of $35,000.

CONSOLIDATED BID LOW ON 66 SHIPS

S.D. Union - 10-4-36

Consolidated Aircraft Corp. was low bidder on a contract for building 66 new flying patrol boats of the PBY type, the navy department announced yesterday. Edgar N. Gott, assistant to the president of the company, said the Consolidated factory would begin constructing the planes as soon as the award of the contract takes place.

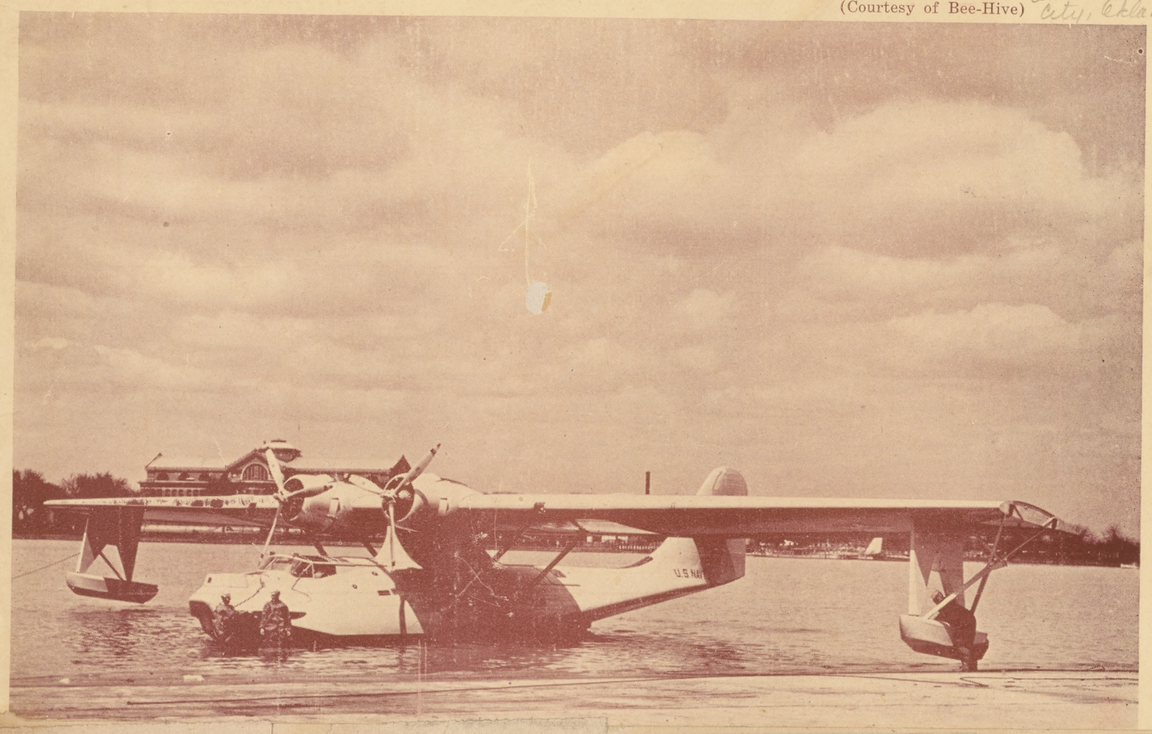
The bid of Consolidated was $6,374,073. That of Glen F. Martin Co., Baltimore, was $7,106,120, and the Douglas Aircraft Corp., Santa Monica, bid $8,540,007.

August 31/36
"Taxi Strip"
Oklahoma City, Okla.

THE NAVY'S BUSTER-UPPER OF WORLD'S RECORDS

"On the nose of this twin motored, Consolidated patrol plane rests several world's records. Powered by Wasp Engines she is the latest thing in flying boats."

(Courtesy of Bee-Hive)



Aug. 13-1936

THE SAN DIEGO SUN

SERVICE NOTES

Real Acid Test Checks Hidden Plane Flaws

By TOM CAMERON

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S.D. UNION 9-11-36

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SD Sun-9-11-36

S.D. Sun —

Thursday, August 13, 193

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But Test Pilot Won't Change Residence From S. D.

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There's no stronger booster for lcoal climate and living advantages than the major.

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S.D. SUN

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AUG. 31-1936

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S.D. UNION-8/30/36

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Hawaiian Air Patrol Due to Get Thirty Big Planes

By United Press

As many as 30 of the 60 huge patrol planes under construction for the Navy may be assigned to the Hawaiian Islands-mainland patrol service, it was indicated at the Navy Department today.

While these planes are going out to replace aircraft becoming obsolete, they actually will constitute reinforcements because of their superior size, speed, cruising radius and general utility.

The new planes will be flying fortresses. Their great cruising radius will make it possible, theoretically at least, to patrol actively the vast areas of water stretching from Hawaii to Wake Island and from there to the Aleutians.

Wash. Post - Aug. 8, 1936

FLYING S. D. PLANES TO HAWAII FOR NAVY

S.D. TRIBUNE - 8-26-36

Announcing that two flights of new navy patrol planes being built at the Consolidated Aircraft Corp. plant will be made this winter from California to Hawaii, Rear Adm. Ernest J. King, commander of aircraft base force, also reports that he will go to Hawaii in October to direct extensive flights by aircraft squadrons now based there. The first filght of new planes will leave San Diego Dec. 1 for Pearl Harbor, followed by a second flight Jan. 15. Six planes will be flown on each filght. King, leaving San Diego Oct. 10 aboard his flagship, the U.S.S. Wright, is due back here in November.

TWO HAWAII FLIGHTS ARE PLANNED BY NAVY

By the Associated Press.

SAN DIEGO, Calif., August 27.—Two flights will be made from California to Hawaii by United States Navy planes now nearing completion here.

Six planes are scheduled to leave San Diego for Pearl Harbor December 1 and six on January 15. They will replace flying boats now based at the Pearl Harbor Navy Yard.

S.D. UNION-9-11-36

Forum to Hear Gott In Talk on Aircraft

"Development of the Plane and its Effect Upon Transportation" will be discussed by Edgar N. Gott, assistant to the Consolidated Aircraft Corp. president at the first meeting of the East San Diego forum this evening at Herbert Hoover Evening High school, in room 108, at 7:30.

Gott's talk will be the first in a series on "These Changing Times," Mrs. Marguerite E. Bowlby, chairman, said yesterday. Meetings will be held each Thursday evening and admission will be free.

FLEET PLANS SPEECH AT FRATERNITY MEET

David Fleet, of the Consolidated Aircraft Corp., will address the graduate chapter of his college fraternity, Phi Gamma Delta, at its regular monthly meeting Thursday noon at the Cuyamaca club. Thomas G. Cross, president of the local chapter, announces that Fleet's subject will be "The Consolidated Aircraft Corp. and the Aircraft Industry." S.D. TRIBUNE - 9-16-36

• To Lt. Commander Knefler McGinnis come new honors in the form of the Distinguished Flying Cross, presented him on April 18 by Acting Secretary of the Navy William H. Standley on behalf of President Roosevelt. Commander McGinnis was in command of the Navy seaplane flight from Norfolk, Va. to San Francisco, via Coco Solo, C. Z., which established "a new international airline distance record for seaplanes of 3,281 statute miles, and a broken line distance record of 3,443 statute miles." The Navy's non-stop flight from San Francisco to Honolulu in January, 1934, also under Commander McGinnis, set up a new world's distance non-stop flight of more than 2,400 miles.

An $870,000 contract for flying boats of the U. S. Navy XP3Y type has been awarded to the Consolidated Aircraft Corporation, San Diego, Cal. Purchaser is an unnamed South American republic.

Western Flying
August, 1936

Consolidated

Announcement that the **Consolidated Aircraft Corporation** of San Diego received from the United States Navy two notices of award of contracts aggregating $5,485,115 for 50 flying boats and "a secret development of an advanced nature" was made by **Maj. R. H. Fleet**, president, on July 15.

"The largest of these two awards covers 50 of the same model as the 60 flying boats now under construction at Consolidated," said Maj. Fleet. "With the new awards, Consolidated will be in production on a total of 110 units, plus spare parts equivalent to 22 more, or a grand total of 132 of this type of plane for the Navy."

Consolidated Aircraft, in production on an order for 60 patrol boats for the Navy, will practically double existing space at its San Diego plant with the addition of 200,000 sq.ft. at a cost of $800,000. Included in the plans is a 52,000 sq.ft. experimental building. A stockholders' meeting was scheduled for April to authorize issuance of 60,000 shares of preferred stock to pay for capital expenditures already made and for future expansion.

The National Pacific Aircraft and Boat Show, held in Los Angeles early in February, last month reported financ-

Apparently the Army is unaware of Consolidated Aircraft Co.'s present whereabouts.

In a recent news letter of the Army Air Corps, the nation-wide

SDSUN-10-5-36

tour of Maj. Gen. Oscar Westover was described in minute detail.

"During the course of his inspection trip," the accounts states, "Gen. Westover visited some of the foremost aircraft factories in the United States. Among these was the Consolidated Aircraft Co. at Glendale, Calif."

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RECORD

S.D. UNION 8/15/36

EXECUTIVES HEAR GOTT PLANE TALK; HAINES INDORSED

"Size of flying boats will be limited only by the development of sufficiently large power plants," Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp., said yesterday, addressing the Executives association in the U. S. Grant hotel.

Tracing the history of the flying boats from the original F5L patrol boats developed by the navy in the war to the present flying boats recently contracted for with the Consolidated by the navy, Gott explained that the development was due to two main factors, one the use of all metal construction and second the development of more effective and lighter power plants.

"The original boats with their wood and fabric construction," he said, "absorbed a great deal of water and became heavier as they became older. The original motors had a weight of three pounds to the horsepower and were very limited in total horsepower. Present metal flying boats are lighter in weight in proportion and have motors developing almost one thousand horsepower per unit."

He predicted an extremely bright future for San Diego as a result of the aviation activities and manufacture.

The executives unanimously adopted a resolution indorsing Judge Charles C. Haines for nomination for justice of the supreme court of California and ordered the resolution sent to Gov. Merriam.

D. W. Campbell, president, presided and Sam G. Snyder, vice president, was chairman.

Army two-seater pursuit plane built by Consolidated Aircraft Corporation

ever, that position was made more secure this fall when the million dollar plant of the Consolidated Aircraft Corporation started production.

Several months ago one of the country's major manufacturers of flying boats found itself handicapped for proper launching facilities. San Diego's municipal airport with surrounding factory sites located ideally on the water's edge of San Diego, seemed the answer to this concern's problem. Moving plans were inaugurated and the Consolidated Aircraft Corporation, formerly of Buffalo, New York, has now completed and placed in operation what is considered the finest, most modern aircraft manufacturing plant in this country. Located on the famous Lindbergh Field, a few minutes from the heart of the San Diego business district, this huge plant will represent an investment in excess of $1,000,000, employing 2,000 men and women, with present Government contracts totaling $9,000,000. These orders, according to D. G. Fleet, assistant to the manager, provide for the immediate building of 50 two-seat pursuit planes and 60 twin-engine flying boats.

Headed by Major R. H. Fleet, president, the Consolidated Aircraft Corporation is well known throughout the field of aircraft manufacturing. It was organized in 1923 at East Greenwich, Rhode Island, an outgrowth of both the Dayton-Wright Corporation of Dayton, Ohio, and the Galludet Corporation of East Greenwich. The entire plant was moved to Buffalo in 1924, and three years later, took over the Thomas Morse Aircraft Corporation of Ithaca, New York. During its early history this concern specialized in the manufacture of training aircraft used by both the Army and the Navy. Later it was successful in developing observation and pursuit types and has produced several hundred of these for both branches of the military service. In 1928, the Consolidated Aircraft Corporation designed its first flying boat; later developments were made which have completely revolutionized naval aviation.

It was the Consolidated Aircraft Corporation that built the first flying boats for the Nybra line (now the Pan-American) which carries mail and passengers between the United States and South America. In 1934, the Navy staged its first successful non-stop mass flight between San Francisco and Honolulu. All six planes were products of this manufacturing concern.

The San Diego plant covers an area of approximately 250,000 square feet and is modern in every respect. Natural gas was selected as a basic fuel for all heating needs with a maximum demand of 10,000 cubic feet as an hourly requirement. All machinery will be electrically operated, calling for 1,200 horsepower in connected load. Modern factory lighting accounts for additional 400 kilowatts of load. Gas and electricity are supplied by the San Diego Consolidated Gas and Electric Company.

Since its inception the Consolidated Aircraft Corporation has averaged $2,000,000 in yearly business and has built nearly 2,000 planes. C. A. Van Dusen is vice president and works superintendent, I. M. Laddon, vice president and chief engineer, C. T. Leigh, vice president and material supervisor, and R. S. Madison, secretary-treasurer.

This industrial plant is the largest located in the territory served by the San Diego Consolidated Gas and Electric Company. For this reason the company was naturally gratified by the friendly receptiveness and wholehearted cooperation extended by the new concern in mutual efforts to determine the most effective applications of gas and electricity to the manufacture of airplanes.

ONE of the largest air conditioning installations in the southwest, 400 horsepower for conditioning the offices of an oil company in Ponca City, will be completed about December 1. Oklahoma Gas and Electric Company will furnish current for operating the equipment.

THE SAN DIEGO SUN — Sunday, September 6, 1936

SP...n's Weekly ...ONT REVIEW

Aviation Industry

...lers to make ...ent car now. ...d Sunday.

...ogram Nears Completion

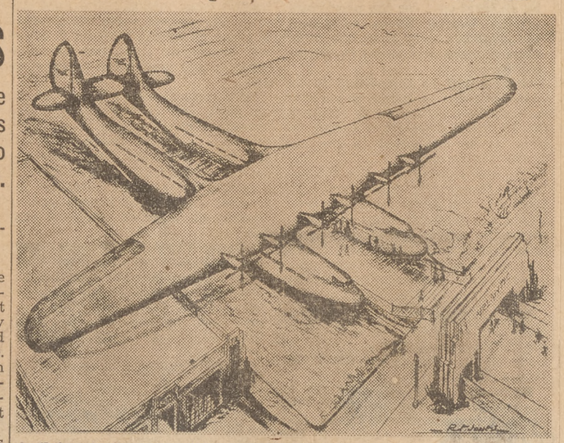
FLYING BOAT, 150 CAPACITY, PREDICTED

S.D. Sunday Union - 9/13/36

SPEED FIXED AT 230 MILES

Crew of 20 Will Operate Huge Craft; Staterooms And Convertible Seats to Be Provided; 6 Propellers.

HUGE SKY QUEEN OF THE FUTURE



A flying boat of the future, visioned by I. M. Laddon, Consolidated Aircraft Corp. chief engineer, which will have a cruising speed of 250 miles an hour and a range of 4000 miles.

By I. M. LADDON
Chief Engineer, Consolidated Aircraft Corp.
(Courtesy Consolidated Aircraft)

Flying 300,000 pounds through the air at more than four miles a minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future. Larger and faster flying boats with long range and commodious passenger facilities for fast inter-continental transportation at lower cost are being planned.

Our engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles an hour. Making appropriate changes in size and improvements consistent with present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles an hour with a cruising speed of 230 miles an hour are attainable.

One hundred and fifty passengers can travel in this airliner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious Pullman seats convertible to sleeping berths for overnight travel. The staterooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of 20, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry more than 15,000 gallons of gasoline which will be sufficient for 4000 miles of flight.

The design of the twin hulls is based on the most advanced type tested by the national advisory committee for aeronautics at Langley field, Va. This type gives very low water and air resistance.

Each of the six 16 3-4 foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower half of which could be disconnected for servicing in flight.

Although this design study was based on light gasoline engine design, great strides are being made in Diesel engine development so that it is reasonable to believe

(Continued on Page 2, Col. 4)

BIG FLYING BOAT NEAR, FORECAST

(Continued from Page 1)

that they also may be available for airplanes of this size. The Diesel engine would give even greater efficiency resulting in lower cost of operation.

A landing speed of 60-75 miles an hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

An initial wing loading of 46 pounds a square foot will insure riding comfort hitherto unkown. Although the range of the plane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have succesfuly increased from 15 to 30 pounds a square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-size aircraft are rapidly being worked out so that great forward strides are inevitable.

CONSOLIDATED, RYAN ENLARGE FLOOR SPACE

Plants To Increase Rate Of Production In Additions

Building expansion of San Diego's two largest aircraft concerns, Consolidated Aircraft Corporation and Ryan Aeronautical Co., is almost complete.

At a cost of approximately $500,000, the huge Consolidated plant will have increased its floor space 80 per cent at the conclusion of its present building program.

Equipment is already being moved into the north wing addition, which will be available for production use within three weeks, according to Edgar N. Gott, assistant to Maj. Reuben Fleet, president of Consolidated.

Congestion Relieved

Steel work is under way on the south wing addition, which when completed will give the factory 10 acres under roof.

Not only will the present congested condition of the plant be relieved, thus enabling an accentuated flow of production, but separate space will be provided in the additions for work of a confidential and experimental nature, Mr. Gott said.

Consolidated is at present speeding construction of 110 "flying boats" for the Navy.

Production Tripled

Productive capacity of Ryan Aeronautical Co.'s enlarged plant will be tripled, President T. Claude Ryan announced yesterday, as he ordered the moving of new equipment into the $20,000 addition due to be completed in two weeks.

In a factory floor space which will virtually be doubled, production will be stepped up to three Ryan ST monoplanes weekly. On hand are sufficient orders to keep the enlarged plant busy for four months, according to Mr. Ryan. Recent appointment of a South American sales representative indicates increased demand for the sports planes.

Additional equipment necessitated by the factory enlargement will require an expenditure of $35,000.

Plane in Test Takes Off From Railroad Carriage

L.A. Times — 9-26-36

SAN DIEGO, Sept. 25. (U.P.) — W. B. Wheatley, chief test pilot for Consolidated Aircraft Company, today shot a light biplane into the air from a specially constructed railway carriage, taking off in a maneuver said to be the first of its kind since the Wright Brothers experimented with railway take-offs at Kitty Hawk.

Wheatley flipped the small fleet two-seater into the air from the carriage after a 400-foot run along regular railroad tracks near the Chula Vista airport.

Braking mechanism on the carriage caught too quickly after the plane's take-off and the car was wrecked, but the plane's departure was not impeded.

The carriage was a revamped railroad hand-car, eight feet long, with a steel superstructure on which the landplane rested. It was not powered, depending on the pull of the plane's propeller to drive it to the necessary speed for a take-off.

Wheatley said the device had been developed with a view to making possible quicker and safer take-offs for heavily loaded planes, such as the Clipper type in use for trans-Pacific hops, or large military or commercial ships.

"I took off in about 400 feet. If I had given the motor full throttle I could have done it in 350 feet, much less than the distance ordinarily required," Wheatley said.

GOTT URGES REALTY LAW

S.D. Sun — 10-6-36

Possibility of further delay in obtaining low-cost homes for employes of his firm because of a "great difference of opinion" regarding a city subdivision ordinance was seen yesterday by Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp.

Gott praised the work of the San Diego Realty Board in attempting to obtain a subdivision ordinance "which will protect the property owner."

"At this time we vigorously reiterate the statement frequently made by officials of this company that one of the crying needs of this city is low-priced housing facilities," he said.

CONSOLIDATED BID LOW ON 66 SHIPS

S.D. Union - 10-4-36

Consolidated Aircraft Corp. was low bidder on a contract for building 66 new flying patrol boats of the PBY type, the navy department announced yesterday. Edgar N. Gott, assistant to the president of the company, said the Consolidated factory would begin constructing the planes as soon as the award of the contract takes place.

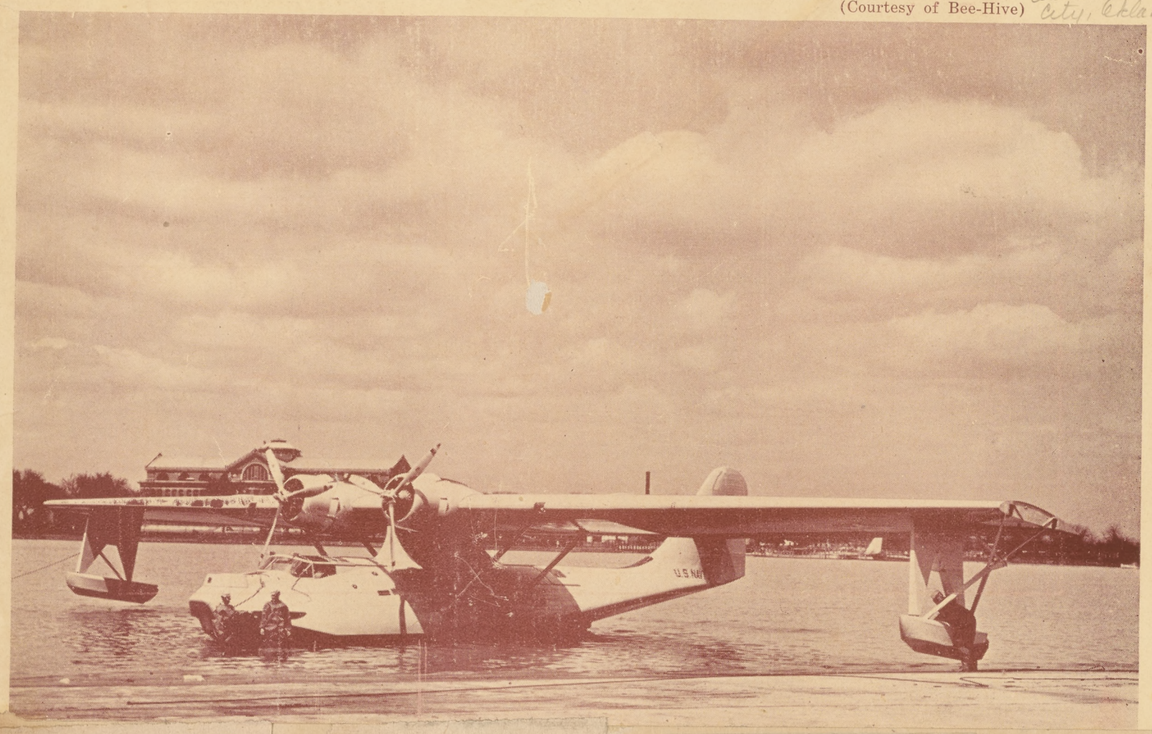
The bid of Consolidated was $6,374,073. That of Glen F. Martin Co., Baltimore, was $7,106,120, and the Douglas Aircraft Corp., Santa Monica, bid $8,540,007.

August 31/36
"Taxi Strip"
Oklahoma City, Okla.

THE NAVY'S BUSTER-UPPER OF WORLD'S RECORDS

"On the nose of this twin motored, Consolidated patrol plane rests several world's records. Powered by Wasp Engines she is the latest thing in flying boats."

(Courtesy of Bee-Hive)



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By United Press

As many as 30 of the 60 huge patrol planes under construction for the Navy may be assigned to the Hawaiian Islands-mainland patrol service, it was indicated at the Navy Department today.

While these planes are going out to replace aircraft becoming obsolete, they actually will constitute reinforcements because of their superior size, speed, cruising radius and general utility.

The new planes will be flying fortresses. Their great cruising radius will make it possible, theoretically at least, to patrol actively the vast areas of water stretching from Hawaii to Wake Island and from there to the Aleutians.

Wash. Post - Aug. 8, 1936

FLYING S. D. PLANES TO HAWAII FOR NAVY

S.D. TRIBUNE - 8-26-36

Announcing that two flights of new navy patrol planes being built at the Consolidated Aircraft Corp. plant will be made this winter from California to Hawaii, Rear Adm. Ernest J. King, commander of aircraft base force, also reports that he will go to Hawaii in October to direct extensive flights by aircraft squadrons now based there. The first filght of new planes will leave San Diego Dec. 1 for Pearl Harbor, followed by a second flight Jan. 15. Six planes will be flown on each filght. King, leaving San Diego Oct. 10 aboard his flagship, the U.S.S. Wright, is due back here in November.

TWO HAWAII FLIGHTS ARE PLANNED BY NAVY

By the Associated Press.

SAN DIEGO, Calif., August 27.—Two flights will be made from California to Hawaii by United States Navy planes now nearing completion here.

Six planes are scheduled to leave San Diego for Pearl Harbor December 1 and six on January 15. They will replace flying boats now based at the Pearl Harbor Navy Yard.

S.D. UNION-9-11-36

Forum to Hear Gott In Talk on Aircraft

"Development of the Plane and its Effect Upon Transportation" will be discussed by Edgar N. Gott, assistant to the Consolidated Aircraft Corp. president at the first meeting of the East San Diego forum this evening at Herbert Hoover Evening High school, in room 108, at 7:30.

Gott's talk will be the first in a series on "These Changing Times," Mrs. Marguerite E. Bowlby, chairman, said yesterday. Meetings will be held each Thursday evening and admission will be free.

FLEET PLANS SPEECH AT FRATERNITY MEET

David Fleet, of the Consolidated Aircraft Corp., will address the graduate chapter of his college fraternity, Phi Gamma Delta, at its regular monthly meeting Thursday noon at the Cuyamaca club. Thomas G. Cross, president of the local chapter, announces that Fleet's subject will be "The Consolidated Aircraft Corp. and the Aircraft Industry." S.D. TRIBUNE - 9-16-36

• To Lt. Commander Knefler McGinnis come new honors in the form of the Distinguished Flying Cross, presented him on April 18 by Acting Secretary of the Navy William H. Standley on behalf of President Roosevelt. Commander McGinnis was in command of the Navy seaplane flight from Norfolk, Va. to San Francisco, via Coco Solo, C. Z., which established "a new international airline distance record for seaplanes of 3,281 statute miles, and a broken line distance record of 3,443 statute miles." The Navy's non-stop flight from San Francisco to Honolulu in January, 1934, also under Commander McGinnis, set up a new world's distance non-stop flight of more than 2,400 miles.

An $870,000 contract for flying boats of the U. S. Navy XP3Y type has been awarded to the Consolidated Aircraft Corporation, San Diego, Cal. Purchaser is an unnamed South American republic.

Western Flying
August, 1936

Consolidated

Announcement that the **Consolidated Aircraft Corporation** of San Diego received from the United States Navy two notices of award of contracts aggregating $5,485,115 for 50 flying boats and "a secret development of an advanced nature" was made by **Maj. R. H. Fleet**, president, on July 15.

"The largest of these two awards covers 50 of the same model as the 60 flying boats now under construction at Consolidated," said Maj. Fleet. "With the new awards, Consolidated will be in production on a total of 110 units, plus spare parts equivalent to 22 more, or a grand total of 132 of this type of plane for the Navy."

Consolidated Aircraft, in production on an order for 60 patrol boats for the Navy, will practically double existing space at its San Diego plant with the addition of 200,000 sq.ft. at a cost of $800,000. Included in the plans is a 52,000 sq.ft. experimental building. A stockholders' meeting was scheduled for April to authorize issuance of 60,000 shares of preferred stock to pay for capital expenditures already made and for future expansion.

The National Pacific Aircraft and Boat Show, held in Los Angeles early in February, last month reported financ-

Apparently the Army is unaware of Consolidated Aircraft Co.'s present whereabouts.

In a recent news letter of the Army Air Corps, the nation-wide

SDSUN-10-5-36

tour of Maj. Gen. Oscar Westover was described in minute detail.

"During the course of his inspection trip," the accounts states, "Gen. Westover visited some of the foremost aircraft factories in the United States. Among these was the Consolidated Aircraft Co. at Glendale, Calif."

△ △ △

RECORD

S.D. UNION 8/15/36

EXECUTIVES HEAR GOTT PLANE TALK; HAINES INDORSED

"Size of flying boats will be limited only by the development of sufficiently large power plants," Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp., said yesterday, addressing the Executives association in the U. S. Grant hotel.

Tracing the history of the flying boats from the original F5L patrol boats developed by the navy in the war to the present flying boats recently contracted for with the Consolidated by the navy, Gott explained that the development was due to two main factors, one the use of all metal construction and second the development of more effective and lighter power plants.

"The original boats with their wood and fabric construction," he said, "absorbed a great deal of water and became heavier as they became older. The original motors had a weight of three pounds to the horsepower and were very limited in total horsepower. Present metal flying boats are lighter in weight in proportion and have motors developing almost one thousand horsepower per unit."

He predicted an extremely bright future for San Diego as a result of the aviation activities and manufacture.

The executives unanimously adopted a resolution indorsing Judge Charles C. Haines for nomination for justice of the supreme court of California and ordered the resolution sent to Gov. Merriam.

D. W. Campbell, president, presided and Sam G. Snyder, vice president, was chairman.

Army two-seater pursuit plane built by Consolidated Aircraft Corporation

ever, that position was made more secure this fall when the million dollar plant of the Consolidated Aircraft Corporation started production.

Several months ago one of the country's major manufacturers of flying boats found itself handicapped for proper launching facilities. San Diego's municipal airport with surrounding factory sites located ideally on the water's edge of San Diego, seemed the answer to this concern's problem. Moving plans were inaugurated and the Consolidated Aircraft Corporation, formerly of Buffalo, New York, has now completed and placed in operation what is considered the finest, most modern aircraft manufacturing plant in this country. Located on the famous Lindbergh Field, a few minutes from the heart of the San Diego business district, this huge plant will represent an investment in excess of $1,000,000, employing 2,000 men and women, with present Government contracts totaling $9,000,000. These orders, according to D. G. Fleet, assistant to the manager, provide for the immediate building of 50 two-seat pursuit planes and 60 twin-engine flying boats.

Headed by Major R. H. Fleet, president, the Consolidated Aircraft Corporation is well known throughout the field of aircraft manufacturing. It was organized in 1923 at East Greenwich, Rhode Island, an outgrowth of both the Dayton-Wright Corporation of Dayton, Ohio, and the Galludet Corporation of East Greenwich. The entire plant was moved to Buffalo in 1924, and three years later, took over the Thomas Morse Aircraft Corporation of Ithaca, New York. During its early history this concern specialized in the manufacture of training aircraft used by both the Army and the Navy. Later it was successful in developing observation and pursuit types and has produced several hundred of these for both branches of the military service. In 1928, the Consolidated Aircraft Corporation designed its first flying boat; later developments were made which have completely revolutionized naval aviation.

It was the Consolidated Aircraft Corporation that built the first flying boats for the Nybra line (now the Pan-American) which carries mail and passengers between the United States and South America. In 1934, the Navy staged its first successful non-stop mass flight between San Francisco and Honolulu. All six planes were products of this manufacturing concern.

The San Diego plant covers an area of approximately 250,000 square feet and is modern in every respect. Natural gas was selected as a basic fuel for all heating needs with a maximum demand of 10,000 cubic feet as an hourly requirement. All machinery will be electrically operated, calling for 1,200 horsepower in connected load. Modern factory lighting accounts for additional 400 kilowatts of load. Gas and electricity are supplied by the San Diego Consolidated Gas and Electric Company.

Since its inception the Consolidated Aircraft Corporation has averaged $2,000,000 in yearly business and has built nearly 2,000 planes. C. A. Van Dusen is vice president and works superintendent, I. M. Laddon, vice president and chief engineer, C. T. Leigh, vice president and material supervisor, and R. S. Madison, secretary-treasurer.

This industrial plant is the largest located in the territory served by the San Diego Consolidated Gas and Electric Company. For this reason the company was naturally gratified by the friendly receptiveness and wholehearted cooperation extended by the new concern in mutual efforts to determine the most effective applications of gas and electricity to the manufacture of airplanes.

ONE of the largest air conditioning installations in the southwest, 400 horsepower for conditioning the offices of an oil company in Ponca City, will be completed about December 1. Oklahoma Gas and Electric Company will furnish current for operating the equipment.

THE SAN DIEGO SUN — Sunday, September 6, 1936

Shipping Navy — The Sun's Weekly WATERFRONT REVIEW — Aviation Industry

Aircraft Building Program Nears Completion

FLYING BOAT, 150 CAPACITY, PREDICTED

S.D. Sunday Union - 9/13/36

SPEED FIXED AT 230 MILES

Crew of 20 Will Operate Huge Craft; Staterooms And Convertible Seats to Be Provided; 6 Propellers.

By I. M. LADDON
Chief Engineer, Consolidated Aircraft Corp.
(Courtesy Consolidated Aircraft)

Flying 300,000 pounds through the air at more than four miles a minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future. Larger and faster flying boats with long range and commodious passenger facilities for fast inter-continental transportation at lower cost are being planned.

Our engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles an hour. Making appropriate changes in size and improvements consistent with present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles an hour with a cruising speed of 230 miles an hour are attainable.

One hundred and fifty passengers can travel in this airliner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious Pullman seats convertible to sleeping berths for overnight travel. The staterooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of 20, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry more than 15,000 gallons of gasoline which will be sufficient for 4000 miles of flight.

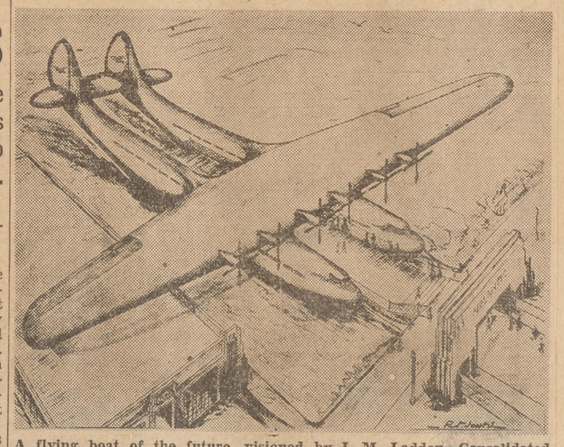
The design of the twin hulls is based on the most advanced type tested by the national advisory committee for aeronautics at Langley field, Va. This type gives very low water and air resistance.

Each of the six 16 3-4 foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower half of which could be disconnected for servicing in flight.

Although this design study was based on light gasoline engine design, great strides are being made in Diesel engine development so that it is reasonable to believe

(Continued on Page 2, Col. 4)

HUGE SKY QUEEN OF THE FUTURE



A flying boat of the future, visioned by I. M. Laddon, Consolidated Aircraft Corp. chief engineer, which will have a cruising speed of 250 miles an hour and a range of 4000 miles.

BIG FLYING BOAT NEAR, FORECAST

(Continued from Page 1)

that they also may be available for airplanes of this size. The Diesel engine would give even greater efficiency resulting in lower cost of operation.

A landing speed of 60-75 miles an hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

An initial wing loading of 46 pounds a square foot will insure riding comfort hitherto unkown. Although the range of the plane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have succesfuly increased from 15 to 30 pounds a square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-size aircraft are rapidly being worked out so that great forward strides are inevitable.

CONSOLIDATED, RYAN ENLARGE FLOOR SPACE

Plants To Increase Rate Of Production In Additions

Building expansion of San Diego's two largest aircraft concerns, Consolidated Aircraft Corporation and Ryan Aeronautical Co., is almost complete.

At a cost of approximately $500,000, the huge Consolidated plant will have increased its floor space 80 per cent at the conclusion of its present building program.

Equipment is already being moved into the north wing addition, which will be available for production use within three weeks, according to Edgar N. Gott, assistant to Maj. Reuben Fleet, president of Consolidated.

Congestion Relieved

Steel work is under way on the south wing addition, which when completed will give the factory 10 acres under roof.

Not only will the present congested condition of the plant be relieved, thus enabling an accentuated flow of production, but separate space will be provided in the additions for work of a confidential and experimental nature, Mr. Gott said.

Consolidated is at present speeding construction of 110 "flying boats" for the Navy.

Production Tripled

Productive capacity of Ryan Aeronautical Co.'s enlarged plant will be tripled, President T. Claude Ryan announced yesterday, as he ordered the moving of new equipment into the $20,000 addition due to be completed in two weeks.

In a factory floor space which will virtually be doubled, production will be stepped up to three Ryan ST monoplanes weekly. On hand are sufficient orders to keep the enlarged plant busy for four months, according to Mr. Ryan. Recent appointment of a South American sales representative indicates increased demand for the sports planes.

Additional equipment necessitated by the factory enlargement will require an expenditure of $35,000.

Plane in Test Takes Off From Railroad Carriage

L.A. Times — 9-26-36

SAN DIEGO, Sept. 25. (U.P.) — W. B. Wheatley, chief test pilot for Consolidated Aircraft Company, today shot a light biplane into the air from a specially constructed railway carriage, taking off in a maneuver said to be the first of its kind since the Wright Brothers experimented with railway take-offs at Kitty Hawk.

Wheatley flipped the small fleet two-seater into the air from the carriage after a 400-foot run along regular railroad tracks near the Chula Vista airport.

Braking mechanism on the carriage caught too quickly after the plane's take-off and the car was wrecked, but the plane's departure was not impeded.

The carriage was a revamped railroad hand-car, eight feet long, with a steel superstructure on which the landplane rested. It was not powered, depending on the pull of the plane's propeller to drive it to the necessary speed for a take-off.

Wheatley said the device had been developed with a view to making possible quicker and safer take-offs for heavily loaded planes, such as the Clipper type in use for trans-Pacific hops, or large military or commercial ships.

"I took off in about 400 feet. If I had given the motor full throttle I could have done it in 350 feet, much less than the distance ordinarily required," Wheatley said.

GOTT URGES REALTY LAW

S.D. Sun — 10-6-36

Possibility of further delay in obtaining low-cost homes for employes of his firm because of a "great difference of opinion" regarding a city subdivision ordinance was seen yesterday by Edgar N. Gott, assistant to the president of Consolidated Aircraft Corp.

Gott praised the work of the San Diego Realty Board in attempting to obtain a subdivision ordinance "which will protect the property owner."

"At this time we vigorously reiterate the statement frequently made by officials of this company that one of the crying needs of this city is low-priced housing facilities," he said.

CONSOLIDATED BID LOW ON 66 SHIPS

S.D. Union - 10-4-36

Consolidated Aircraft Corp. was low bidder on a contract for building 66 new flying patrol boats of the PBY type, the navy department announced yesterday. Edgar N. Gott, assistant to the president of the company, said the Consolidated factory would begin constructing the planes as soon as the award of the contract takes place.

The bid of Consolidated was $6,374,073. That of Glen F. Martin Co., Baltimore, was $7,106,120, and the Douglas Aircraft Corp., Santa Monica, bid $8,540,007.

Consolidated Aircraft To Speed Production In Enlarged Plant

WALL STREET JOURNAL

Present $13,500,000 Unfilled Orders May Be Cleared by January, 1938 —Most Is Navy Work

SEP 10 1936 ACCTG

SAN DIEGO—Expansion of about 85% in plant facilities now under way and projected by Consolidated Aircraft Corp. here is expected to provide sufficient equipment and factory space to make possible completion of present unfilled orders by January, 1938.

Consolidated's total undelivered business, including that of its Canadian subsidiary, now approximates $13,500,000 and consists principally of PBY-1 type twin-engine military flying boats for the Navy. A total of 60 of this type ship is now under construction at San Diego and a recent order for 50 additional units and spare parts which are the equivalent of 22 additional complete ships places the total of this type of craft now on order and under construction at 132.

Builds Commercial Planes Also

Although the company is engaged principally in the construction of military aricraft, it has built a number of commercial airplanes including 15 Consolidated Commodores, which were sold to Pan American Airways and have more than 6,000,000 miles of scheduled flying to their credit.

The company has emerged as a leading designer of large heavy-duty flying boats. The PBY-1 twin-engine patrol boats are built for long range operation and are capable of patroling without landing for more than 24 hours, enabling them to operate with the fleet as self supporting units without requiring hangers or carrier-space. They are capable of sustaining flight on one of their two engines and have demonstrated in naval trial board tests their ability to land on rough water.

In July, 1936, Consolidated completed delivery of 50 high-altitude, two-seater pursuit planes for the Army.

Profit From Sales

A summary of delivered business and earnings after deducting proportionate federal income taxes, exclusive of other income not applicable to sales, by calendar years from 1930 to 1935, inclusive (estimated for 1930 and 1931) follows:

	Sales	Sales Profit After Income Taxes	% to Sales
Army			
1930	$1,894,259	$254,103	11.4
1931	1,554,056	*162,511	*10.5
1932	344,391	*212,647	*61.7
1933	218,692	13,229	6.0
1934	622,758	6,157	1.0
1935	68,084	23,311	34.2
Navy			
1930	$411,989	*$210,588	*51.1
1931	40,179	11,649	29.0
1932	381,915	45,259	11.9
1933	1,876,834	*46,860	*2.5
1934	140,019	1,478	1.1
1935	2,314,726	158,780	6.9
Commercial			
1930	$2,047,693	$63,606	3.1
1931	318,099	*218,484	*68.7
1932	548,304	*129,540	*23.6
1933	265,000	12,988	4.9
1934	716,712	*2,555	*0.4
1935	438,469	74,107	16.9

*Represents losses.

From May, 1923, to December 31, 1935, completed and delivered business of the company has totaled $23,189,181, of which $9,586,069 has been for the Army, $8,128,964 for the Navy, and $5,474,148 for commercial customers.

Foreign Sales Not Included

Sales figures listed for Army, Navy and commercial account do not reflect Consolidated's total sales due to certain foreign and miscellaneous sales not included.

Sales profit after deducting federal income taxes over this period has been $2,271,565, or 9.8% of sales. Work handled for the Army has been the most profitable, aggregate earnings on Army work completed between May, 1923, and December 31, 1935, amounting to $1,226,688, or 12.8% of the delivered value. Profit from Navy work over the same period is placed at $887,564, or 10.9% of orders filled, and commercial profit is placed at $157,313, or 2.9% of sales delivered.

Consolidated net profit of Consolidated Aircraft Corp. and subsidiaries for the six months ended June 30, 1936, was $188,680 after all charges, including normal federal taxes, but before provision for federal surtaxes on undistributed profits, equal to $8.20 a share on 22,976 convertible $3 preferred shares.

SPACE NEEDED BY BOOMING AIR PLANT

The additional space provided by new buildings being erected by the Consolidated Aircraft Corp. at its plant on Lindbergh field "will be used to relieve the extreme congestion that exists in every department of our plant."

This statement, appearing in "Consolidated Aircraft," new publication of the aircraft manufacturing firm, illustrates the strides which have been made by Consolidated in less than a year.

"Those of us who came to San Diego from Buffalo remember very vividly the 'big move' and we all recall how immense our 'new home' seemed to us when we first moved in," states W. A. Maloney, plant engineer. "It seemed as though we were finally in a position to manufacture all the aircraft that could possibly be sold, without congestion or confusion. However, within the short space of four months after beginning operations in San Diego, we discovered that it was going to be extremely difficult, if not impossible to complete the PBQ-1 contract on schedule without enlarging our manufacturing facilities, and when we were awarded the new 'X' contract, which required that experimental work on the new ship be carried on in a separate building isolated from regular manufacturing operations, it was then realized that something had to be done, and that quickly."

In Use Already

Maloney said a firm of architects and engineers was retained last January and authorized to prepare plans and specifications of additions to the existing plant, as well as for construction of an experimental building and warehouse, tool and fixture storage building, paint and oil storage building, and physical, chemical and photographic laboratory building. Construction was started July 6 on the experimental building, and on July 27 on the addition to the main factory. The main factory addition is more than 70 percent completed, and 25,000 square feet of floor space has been released to the manufacturing departments. The experimental building is expected to be completed by the latter part of next month.

The original plant has usable floor space of 246,841 square feet. The area of the various additions are: Main factory additions, 65,000; paint shop addition, 10,000; tool and fixture storage building, 10,000; paint and oil storage, 2000; laboratory building, 2000, and experimental building, 96,300. The total additional usable floor space is 185,300 square feet, making a total area in the enlarged plant of 432,141 square feet, an increase of approximately 75 percent over the original area.

"We are in a wonderful business," said Maj. Reuben H. Fleet, president of Consolidated. "Man's desire to fly is as old as the human race. From the moment that he discovered himself earthbound, he has been struggling to break the chains of bondage. Through the process of time and unfoldment of human intelligence we have come up through the Stone Age, the Bronze Age, the Iron Age, until at last we have reached the Air Age with its illimitable possibilities.

Giant Ships Coming

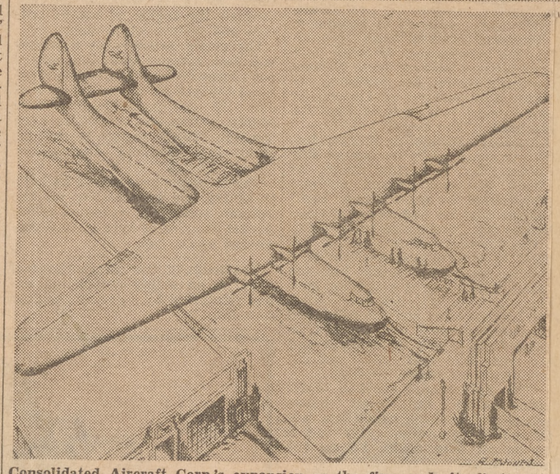
"Thirty-three years ago the first airplane flew for 12 seconds. The world applauded the daring feat. Today, Consolidated is building boats that fly for over 24 hours without refueling. Luxurious passenger ships are carrying passengers, mail and express from coast to coast in as little as 15 hours. Within a comparatively few years regular ocean travel by air will be as matter of fact as it now is by water."

That Consolidated Aircraft officials have their eyes on the future is seen in a report by I. M. Laddon, chief engineer, that present design trends indicate that flying boats can be expected which will be capable of flying 300,000 pounds through the air at more than four miles a minute. He said the Consolidated engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained 440 miles an hour.

"Making appropriate changes in size and improvements consistent with present day knowledge, the general appearance and performance of a large flying boat has been determined," said Laddon. "A maximum speed of 260 miles an hour, with a cruising speed of 230 miles, are attainable. One hundred and fifty passengers can travel in this airliner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms, while others will be provided with commodious seats convertible to sleeping berths. Staterooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of 20 (as well as tons of express and mail. Fuel tanks in the outer wing panels will carry over 15,000 gallons of gasoline, which will be sufficient for 4000 miles of flight."

RUSHING TO KEEP UP WITH CONSOLIDATED

S.D. TRIBUNE 9/15/36



Consolidated Aircraft Corp.'s expansion as the firm ends its first year at San Diego is illustrated in the accompanying layout. Upper: View of the factory on Lindbergh field, showing new construction work under way to enlarge the plant. Lower: Design of a giant twin-hulled plane capable of carrying 150 passengers, which Consolidated Aircraft officials are studying.

S. D. FLIER IN ALTITUDE HOP

S.D.SUN —— 10-16-36

A San Diego Army officer today was to try for a new military altitude record in a San Diego-built pursuit plane at Selfridge Field, Mich., the United Press reported to The Sun.

The officer is Lieut. Rudolph Fink—the plane one of the 50 two-place fighting ships completed several months ago by Consolidated Aircraft Corp.

Army officials at Rockwell Field today believed Lieut. Fink had an even chance of breaking the present record—34,500 feet—in the new super-charged craft which is capable of climbing 20,000 feet without losing horsepower.

Tomorrow's Air Cruiser

S.D.UNION — 9-18-36

THE 150-PASSENGER flying boat predicted by Consolidated Aircraft's chief engineer may not materialize for some time yet—Mr. Laddon deals in engineering probability rather than accomplished fact. But predictions of this sort are coming so frequently—and from such recognized authorities—that the sensible layman must take them seriously.

The technical problems connected with flying boat development must be left to the experts, necessarily. But it is not too early for the general public and particularly public officials to consider the implications of this new leap forward in air transport.

The flying boat Mr. Laddon describes is really a flying ship. It will be far larger than many ships now plying the seas. It will carry many more passengers and cover greater distances more safely than the average passenger ship of less than a century ago. And it will relocate the world's transport channels.

Every individual and every community concerned at all with transportation might well afford a little time for studying what this will do to established travel lanes —and what advantages will accrue to individuals and communities which are first in providing facilities for handling the new flying ships.

Such seaplanes will need large take-off and landing areas, for example. They will require ample mooring space in smooth, protected anchorages. The ideal port for flying ships will differ radically, in some respects, from the ideal surface-ship port.

San Diego seems, at a glande, to have many advantages for such a use over any other port on the Pacific coast. That possibility is worth examination now. For if we are better equipped to attract tomorrow's air cruisers than other potential air bases we might begin now to prepare for this new craft which, the experts assure us, will materialize within a very short time.

$6,374,073 BID LOW ON 66 NAVY BOMBERS

Department to Study Offers Further Before Awarding Big Plane Contract.

Special to THE NEW YORK TIMES.

WASHINGTON, Oct. 3.—Bids for sixty-six long-range combination patrol-bombing planes of the flying-boat type were opened by the Navy Department today, but a contract will not be awarded, officials said, until bids and plans have been further studied.

The Consolidated Aircraft Corporation of San Diego submitted the lowest bid, $6,374,073. The Glenn S. Martin Company of Baltimore offered a bid of $7,106,120 and the Douglas Aircraft Corporation of Santa Monica, Calif., was highest with a bid of $8,540,077.

In the current year the navy has awarded two contracts for fifty and sixty, respectively, of the same type craft, and when the award for those bid today is made it will practically complete the navy's 1936 program for the big planes.

While no information was offered, it was reported that the planes will be of the same type as the flying boat which last October set a non-stop record by flying from Coco Solo to San Francisco. The original model was built by the Consolidated company at its Buffalo plant.

ATLANTIC JOURNEY OVERNIGHT IN BIG AIRLINERS, PREDICTION

S.D. "UNION" 9-18-36

The time is coming when airliners three times the size of the present clipper ships, capable of sustained flight for 4000 miles at 250 miles an hour, will be crossing the Atlantic overnight and soaring away from the Pacific seaboard to the Orient in two nights and a day, Edgar N. Gott, Consolidated Aircraft Corp., told members of the Rotary club yesterday.

"In no other mode of transportation has development been as rapid as in air travel," he said. "Aviation received its impetus during the World war, less than 20 years ag Yet the planes of today are as f away from the planes of wartim as is the modern streamlined tra from the oxcart.

"The two important factors in av ation have been streamlining an light weight, and study and exper mentation in these fields have bee reflected in new designs in railroa ing, motor cars, boats, furnitu architecture and luggage. Air-co ditioning of trains was attributabl to aviation experimentation, an radio has advanced further than it would have without the help of avi ation, which utilizes the ether waves to a large extent in modern opera tion.

"Aviation has made all other modes of transportation take notice. Use of new and lighter metals has become popular, centers of gravity have been reduced, internal combustion motors have been given wider use and streamlining has become the mode of the day."

Mr. Gott was introduced by Charles Cotant, chairman of the day, as a man long identified with airplane manufacture. He formerly was with the Boeing factory at Seattle as president, then president of the Keystone factory in New England and last January he came to San Diego to become personal assistant to Maj. Reuben H. Fleet, president of Consolidated.

The speaker expressed gratitude to the city officials who have cooperated wholeheartedly in providing facilities for the company at Lindbergh field and who facilitated placing 10 acres of plant under roof, where 2700 men are employed in filling a large contract for the Navy.

GOTT PREDICTS AIR WONDERS

S.D.SUN — 9-25-36

Airplanes that will fly to China in two nights and a day, carrying 150 people, are anticipated soon by Maj. Edgar N. Gott, assistant to Maj. Reuben Fleet, president of the Consolidated Aircraft Corporation.

Maj. Gott told the Lions' club yesterday that progress was being made so rapidly in airplane manufacture that it took a daring man to make a guess beyond 10 years. He believes that the great flying boats of the future will span the Atlantic over night.

President Leslie Gould, assisted by George Crawford, inducted L. E. Claypool and Forrest Warren into the club.

BIDS SUBMITTED BY CONSOLIDATED

S.D. TRIBUNE 10-7-36

Four aircraft companies, including Consolidated Aircraft Corp. of San Diego, submitted bids to the coast guard yesterday for construction of from two to six airplanes which, if purchased would be used in offshore rescue work, The Associated Press reported in a dispatch from Washington, D. C.

The planes would be of the twin engine type, have a crusing range of 2000 miles and be heavy enough to land with safety in rough water.

The number of planes to be purchased depends finally upon the amounts available from appropriations, coast guard officials said.

The Consolidated bids were: $195,000 each for two planes; $172,500 each for three; $156,200 each for four; $145,750 each for five and $139,100 each for six.

WORK BEGINS ON RECEIPT OF AWARD

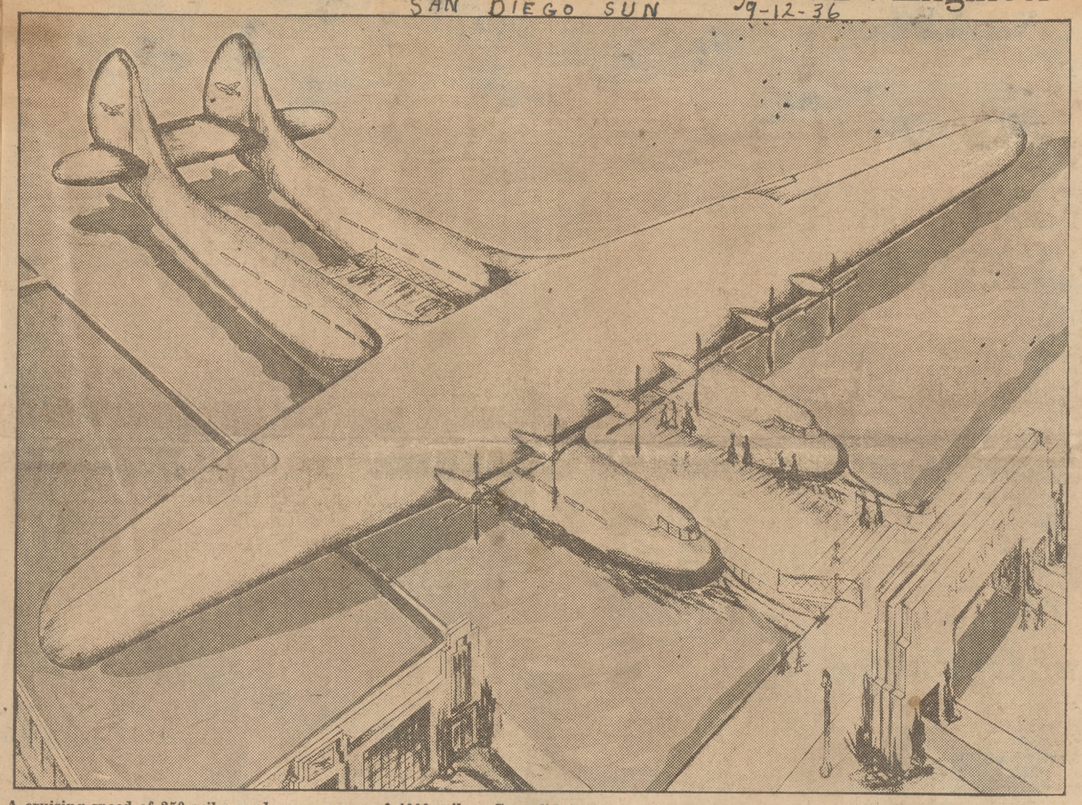
SD TRIBUNE 10-3-36

With the announcement today by the navy department that Consolidated Aircraft Co. was low bidder on a contract for construction of 66 twin-motored patrol flying boats of the PBY type, Major E. N. Gott today said that construction on the contract would begin immediately the award was received.

Consolidated's bid, according to the navy department, was $6,374,073, compared with $7,106,120 bid by the Glen F. Martin Co. of Baltimore and $8,540,007 bid by the Douglas Aircraft Corp. of Santa Monica.

Monster Ocean Airliner Visioned By S. D. Engineer

SAN DIEGO SUN 9-12-36



A cruising speed of 250 miles an hour, a range of 4000 miles—Consolidated Aircraft's flying boat of the future. The huge twin-hulled ship pictured above, clearly illustrates types of design and engine mounting which may mark the huge ocean airliners of the days to come. A million dollar job, and one requiring such accurate manufacture, that it gives I. M. Landon, its designer, a headache whenever he thinks of it, the ship nevertheless may be materially similar to those which will ply the air lanes of tomorrow.

☼ ☼ ☼ ☼ ☼ ☼

150-Passenger Flying Boat Dream Of Future

By HAROLD KEEN

Engineers live on dreams, and in the mind of Consolidated Aircraft's I. M. Laddon is an indelible image—

The flying boat of the future!

Chief Engineer Laddon's dream is so impressive he cannot help but shudder slightly at the immensity of the equipment needed to create this twin-hulled monster of the airways, the pinpoint accuracy required in its design.

Every aircraft company in the country has departments which work in the field of realities-to-be. For them no plane moves fast enough, or carries sufficient express, or accommodates enough passengers.

Consolidated's blueprint fantasy, which may be tomorrow's eventuality, represents the most advanced conception in U. S. aviation today, in the opinion of Laddon and his fellow engineers.

One hundred and fifty passengers could be carried across country at a cruising speed of 230 miles per hour in such a plane, Laddon believes. Use of twin hulls enables a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

Twelve 1500 horsepower engines housed in the leading edge of the wing will propel the huge craft. In the streamlined structure sup-

Turn to Page 2, Col. 3.

150-Passenge Boat Dr

(Continued from Page 1)

porting the propellers would be contained the power plant accessories.

Design of the hulls provides a minimum of water and air resistance, as provided by the National Advisory Committee for Aeronautics in tests at Langley Field, Virginia.

The cruising range of 4000 miles would enable non-stop cross-country flights, according to Laddon. Fuel tanks in the outer wing panels would have a 15,000 gallon capacity.

$1,000,000 Shudder

So spacious is the wing itself that staterooms and recreational facilities could be provided within it!

The construction cost, another item which causes Mr. Laddon to shudder, would be approximately $1,000,000. This does not take into consideration the countless thousands of dollars necessary for its experimental development.

Just a Dream

A special pier would be required at the ship's terminal bases. As shown in the drawing, the hulls would lie along each side of the dock when the plane is "in port."

It's only a dream, but aviation

AVIATION
February, 1936

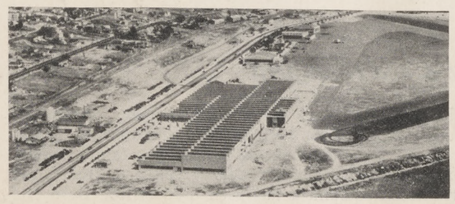
CONSOLIDATED AIRCRAFT CORPORATION

WHENEVER the Navy decides to practice long distance flying, they gas up a squadron or two of Consolidated patrol boats (XP Y series) and send them out. In commercial service these famous ships are known as "Commodores," and are in daily use on certain of the routes of Pan American Airways. Other illustrious members of the Consolidated family are the PT & NY series, the Fleets and Fleetsters.

Most of these designs were conceived when the company was located at Buffalo, N. Y., whence it was moved from East Greenwich, R. I., where it was organized in 1923. The new 250,000 sq.ft. plant on Lindbergh Field, San Diego, Cal. is already at work filling an order for 50 pursuit ships for the Army, 60

Maj. Reuben Fleet, president.

Left to right: R. S. Madison, Lt.-Comdr. D. M. Carpenter, I. M. Laddon, R. A. Miller, H. A. Sutton, R. E. Oversmith, J. L. Kelley, George Newman, Jr., C. T. Leigh, C. A. Van Dusen, Capt. L. C. Hurd, E. F. Neff.



patrol boats (XP3Y) for the Navy. At present 1,450 men are working.

The new plant is of sawtooth construction providing a maximum degree of lighting for the assembly floors. A carefully planned production flow is provided. Materials unloaded at the spur track at the southeast corner move northward through the center bays for fabrication and the fabricated parts move southward through a higher bay for partial and final assembly, thence out to the flying field for testing.

BIPLANE SHOT FROM RAIL CARRIAGE IN SPECTACULAR TEST

W. B. Wheatley, chief test pilot for a San Diego aircraft concern, is shown in his biplane just before he was catapulted from the railroad handcar into the air at the Chula Vista airport yesterday. After a 400-foot run under the plane's power Wheatley flipped the plane into air to prove feasibility of rail take-off.

Wide World photo

L. A. Times
9-30-36

BIG SEAPLANE RAMP READY FOR USE SOON AT LINDBERGH FIELD

UNUSUAL METHOD USED TO INSTALL CONCRETE PAVING

Capable of accommodating the transpacific clipper planes and other huge flying boats, the new seaplane ramp at Lindbergh field, built under novel conditions, was reported finished yesterday and is expected to be ready for use within a few days.

Where the ordinary ramp is 40 feet wide, the one here has a width of 100 feet and marks the successful completion of another joint WPA-harbor department project. The big slab of concrete, 8 inches thick and heavily reinforced with steel rods, extends from 10 feet above high water to 8 feet below mean low water, and was built "on dry land" by forming an earthwork dam around the working area.

About 70 men from the local WPA district were assigned to the job by George White, in charge of the district, and carried out work which ran all the way from truck driving to cement finishing. Port officials who superintended the work are enthusiastic over the way in which the WPA men handled their tasks, aften working against rising water, battling with time to get a certain unit completed.

The dyke surrounding the project, said to be the first of its kind ever used, was planned by Port Director Joe Brennan, and was filled in with earth, the trucks starting out from one end of the job and working all the way around to the other, packing down the material as they worked. Muck from the bottom of the bay, forced up by the weight of the dyke, was removed with a clamshell operated by a power crane, and dumped on the outside to reinforce the embankment. Then the enclosed area was pumped out, and preparations for the actual laying of the ramp were made.

A layer of firm material was put down first, and on this the concrete, in four 25-foot slabs, was poured. Pumps were kept going to keep the seepage down, and the ramp slowly took form, from the end which will be far below water level.

An interesting feature of the work was the necessity of leaving drain holes in the concrete, the huge weight of which forced up water and seepage from below, like so many springs. At one time, the pumps broke down, and a hurry call brought a fire-engine to the scene, to keep the water down until the main pump was repaired.

Now that all the concrete has been poured, all that remains is to remove the dyke. By using an earth fill instead of a cofferdam, some $10,000 was saved, the only expense being the gasoline for the trucks. Labor was, of course, supplied by WPA. Present plans call for cutting away the dyke with a dredger, which will pump the earth, "borrowed" from surfacing material, out onto the new fill where a hard surface will be required for the landing of planes.

WPA IMPROVEMENT AT MUNICIPAL AIRPORT

S.D. UNION - 9-29-36

Built under novel conditions, this new seaplane ramp for the municipal airport has been completed at the west end of Lindbergh field, adding another unit to the "finished business" of local WPA projects.

TAKE-OFF SPED WITH USE OF HANDCAR

9-26-36 S.D. TRIBUNE

A successful test of launching an airplane from railroad tracks, in which a handcar was used to carry the plane on the take-off, was completed yesterday afternoon by Consolidated Aircraft Corp. officials, who developed the novel launching method. They assert the device will double the cruising radius of

(Continued on Next Page, Col. 6)

flying boats and increase payloads 38 percent.

The test, witnessed by Maj. R. H. Fleet, Consoldated's president; I. M. Laddon, chief engineer, and department of commerce representatives, was made on railroad tracks near Chula Vista airport by W. B. Wheatley, a lieutenant in the naval reserve, who is Consolidated's chief tets pilot. Mounting a Fleet training biplane on a hand car, which was equipped with an automatic brake to stop it when the plane rose from the platform, Wheatley sped the plane down the railroad track on the flat car until a speed of 60 miles an hour was attained, when he pulled back the stick, raised the elevators and the plane soared into the air.

The plane, drawn by its propeller as it sped down the track on the tiny flatcar, left its mobile launching platform when about 300 feet from the starting point. The hand car, only eight feet long and six feet wide, jumped the track immediately after the plane was in the air. Wheatley flew to a safe landing at the Chula Vista airport.

Lists Advantages

Fleet, Laddon and Wheatley are inventors of newest advancement in aviation.

In a statement issued soon after the test, Wheatley said, "This device would permit take-offs with heavier loads than could be handled by conventional take-off practice." Among its advantages he listed:

Take-offs in the winter when water is obstructed with ice and flying fields are obstructed with snow.

Elimination of ice formation on seaplanes during take-off in freezing weather.

Permit land planes to take off with landing gears in place, retracted or removed.

Permit seaplanes to take off with wing tip floats retracted or removed, increasing efficiency.

Permit wing tip floats to be installed of a size smaller than required under conventional take-off conditions with heavy load.

Elimination of spray which sometimes strikes propellers and tail surfaces.

Elimination of the pounding on the hull usually experienced in taking off heavily loaded air boats from the surface of the water.

Safer take-offs at night, in dense fog or in heavy snow storms because it would not be necessary for the pilot to steer the plane on a narrow runway or in a channel on the water.

Safe blind take-offs as the track guides the plane in the run and no-lift longitudinal attitude of plane is maintained up to the moment the pilot decides to take off.

No illumination at night (such illumination impairs the pilot's vision after take-off).

"Because the rolling friction of a carriage is less than the friction and drag of landplane wheels on soft airports and much less than the retarding action of water on the hull of flying boats," Wheatley explained, "and as an aircraft would gather speed in the no-lift minimum drag position from the very start of the take-off run when using this device, it would permit carrying more useful load, thus increasing range of operation or augmenting passengers, mail or other cargo.

"A study of the advantages to be derived from using this device for the launching of a modern air boat reveals approximately 38 percent more gross load may be safely launched than could be taken off from the surface of water under conditions of no wind. If this additional load was used to carry more fuel and oil, the range of the plane would be approximately doubled.

"The air boat still could climb at full throttle with this overload and could maintain level flight with less than three-fourths power output.

"In case of engine failure before enough fuel had been used to lighten the load so that flight might be maintained, part of the fuel could be dumped, permitting the air boat to reach suitable protected water for alighting."

A boat, approximating in size and power the Pan American Clipper ships, could accelerate from a standing start to a speed of 100 miles per hour in less than a mile through use of the device, Wheatley said.

In company with Edgar N. Gott, assistant to Consolidated's president, Wheatley demonstrated the device at the company's plant last night. He pointed out a crib-like steel structure, behind the Fleet biplane's landing gear, which balanced the plane on its platform. Illustrating the take-off, he said cross-winds would have little effect on the ship.

"The ship cannot possibly rise from the car because the wings are at such an angle as to give no lift," Wheatley explained. "That car could go 100 miles an hour and the ship would not take off until the pilot pulled back on the stick."

Increased distance between tracks and larger cars mounted with platforms will accommodate giant air boats, Wheatley said.

Experimentation and development of the device will continue at Consolidated's plant, officers of the company announced.

Western Aviation — October

Consolidated Flying

A total of 185,300 square feet are being added to the floor space of **Consolidated Aircraft's** new plant in San Diego, bringing the total floor space up to 432,141 square feet, an increase of approximately 75 per cent over the original area. The main factory additions equal 65,000 square feet; paint shop, 10,000; tool and fixture storage building, 10,000; paint and oil storage, 2,000; and the experimental building, 96,300. In addition to the expansion of the plant an overhead monorail system consisting of 6,755 feet of track is being installed.

The construction, which started in July, should be completed by the first of November.

♦

Consolidated Aircraft employees introduced a new house organ to the aviation industry with the publication of the first issue in September.

The Pilot-October '36

A mammoth new flying boat, details of which will not be available for some time, is being designed by Consolidated Aircraft Co., of San Diego. This company has also recently issued a comprehensive bulletin on the spinning characteristics of the Fleet, in which several common rigging faults which make for bad spinning habits are explained.

9-25-36 SD UNION

PAGE TWELVE

HUGE PLANES DUE IN NEXT 5 YEARS, OPINION OF GOTT

Maj. Ed Gott, assistant to Maj. Reuben S. Fleet of the Consolidated Aircraft Corp., told the San Diego Lions club yesterday noon at its luncheon, held in U. S. Grant hotel, thta, in his opinion, the future will bring greater development of the airplane. He stated that he expects to see within the next five years a plane weighing 150 tons with a cruising speed of 240 miles an hour; also, this ship will be able to travel 5000 miles without refueling.

Major Gott turned back the pages of airplane building to 1917 when William Van Dusen was learning to fly. In those days, he said, the planes were of wood construction, and woodshops were the biggest part of the building activities. Since steel is used in the building of ships, the woodshop is confined to a tiny space where crates are built for the crating of planes for shipment.

The pay roll of the Consolidated, said Major Gott, is $4,000,000 a year. There are 2600 on the pay roll and 9000 persons are involved.

Craft for the Navy

Further down the coast, Consolidated Aircraft is also at work on big flying boats. These are craft for the navy—the patrol bombers which have set up such fine distance records in the last year or two, but still further refined and improved in design.

An order for sixty of these big fellows recently was placed with Major Reuben Fleet's organization, as a result of a competition at San Diego. In this competition a Douglas two-decker boat was likewise entered and is expected to be a strong contender for future navy boat business.

The Consolidated boats also have retractable wing-tip floats. In flight they are raised outward so that the pontoon support forms an extension of the under side of the wing and the pontoon itself forms the wing tip. Officials at the factory, which is in process of enlargement by nearly 80 per cent in floor space to take care of new work, said that the pontoon offered very good aerodynamic qualities when in raised position and gave the craft more than ten miles an hour additional top speed.

Two Twin-Row Engines

This flying boat, as ordered by the navy, is powered with two twin-row, 1,000 horsepower Wasp engines. It is expected to hang up some more records for long-distance cruising.

It is an open secret here that the Boeing company at Seattle has progressed far with a very large commercial flying boat, some 50 per cent bigger in gross weight than the largest of the craft now flying the Pacific Airline of Pan American. Details and date of emergence of this huge aircraft cannot as yet be revealed.

It is plain, from the foregoing, that if Great Britain is looking to the roads of the sea for the linking of her empire, the aircraft designers of the United States are also wide awake to the importance, from both the military and the civil angle of the further development of large water-going aircraft. Indeed, there is a strong school of thought in the navy which holds that this is the prime line of development in so far as naval aviation is concerned. N.Y. TIMES-SUN

LOCAL INVENTION LAUNCHES PLANES FROM R. R. TRACKS

S.D. UNION — 9-26-36

Cruising Radius Doubled, Pay Loads Increased 38 Percent By Device Evolved by Three Consolidated Aircraft Corp. Associates; Small Flat Car Is Used in Successful Demonstration Near Chula Vista Airport.

Gigantic air boats will have their cruising radius doubled and pay loads increased 38 percent through a device for launching aircraft from railroad tracks, tested secretly and successfully yesterday by W. B. Wheatley, Consolidated Aircraft Corp. chief test pilot, aviation experts reported. Witnesses to the test, which they termed another milestone in aviation progress, included Maj. R. H. Fleet, Consolidated's president; I. M. Laddon, chief engineer, and department of commerce representatives.

Cruising Radius Increased

Loads and cruising radii of land planes also will be increased by the device, which was invented and perfected through the efforts of the three men chiefly responsible for the navy's new flying boats being built here. The inventors of aviation's newest advancement are Maj. Fleet, Laddon and Wheatley.

Simple in principle, the device was tested yesterday afternoon at 1:15 on railroad tracks near Chula Vista airport.

A Fleet training two-passenger biplane, weighing 1700 pounds and with a 28-foot wing spread, was mounted on an old hand car, 8 feet long and 6 feet wide. An automatic brake was placed so it would halt the car when the plane rose from the platform, lending the effect of a catapult.

After checking the tiny airship and every mechanism, Wheatley, a lieutenant in the naval reserve, climbed into the cockpit. With a wave of his hand he signaled for the chocks to be pulled.

Slight Cross-Wind

The 160-horsepower Kinner engine roared. Drawn by its propeller, the plane rushed down the track on its small flat car.

Wheatley waited for the moment when he would attain 60 miles an hour speed, necessary to lift the plane into the air. He watched the effects of a slight cross-wind and was satisfied with his calculation that the adverse breeze would have no effects on his take-off.

At about 300 feet from the start Wheatley's hand tensed on the stick. Then he pulled the stick back, raising the elevators. The biplane literally jumped from the platform. Wheatley turned the ship to land later at the near-by airport. The flat car came to grief a few seconds after Wheatley's take-off.

(Continued on Page 2, Col. 2)

FLATCAR 'GUNS' SEEN FOR PLANES

S. D. Union 10-10-36

Huge airplanes of the future will be catapulted into the air by flat cars operating on railroad tracks.

That was the opinion expressed to the Chamber of Commerce aviation committee yesterday by William Wheatley, chief test pilot of the Consolidated Aircraft Corp. Wheatley recently was successful in piloting a Consolidated plane into the air from a San Diego & Arizona Railway flat car.

The committee passed a resolution calling upon the Harbor Department to speed up construction of the seaplane launching ramp of the municipal airport.

U.S. Air Services
Consolidated Aircraft Magazine
Oct — 1936

THERE CAME TO THE EDITOR'S desk last month a copy of Vol. 1, No. 1 issue of *Consolidated Aircraft Magazine*, published by and for the employes of the Consolidated Aircraft Corporation, San Diego, Calif. Its size is 11¾ by 8¾. There are 32 pages and cover. The paper and typography are splendid, the reading matter and illustrations excellent. On the cover is a picture of the main entrance to the plant of Consolidated Aircraft Corporation.

We congratulate all concerned on the appearance of this new house organ in the aeronautical field.

WAR SECRETARY POST GIVEN TO HARRY WOODRING

Appointment Is Temporary, White House Announces; Strong Defense Pledged

(Picture on Page 3)

HYDE PARK, N. Y., Sept. 25 (A. P.)—President Roosevelt tonight gave a recess appointment to Harry H. Woodring as secretary of war, temporarily filling the vacancy caused by the death of George H. Dern.

Woodring, a former governor of Kansas, has been acting as head of the war department since Dern, a former governor of Utah, died late last month.

The White House said the Woodridge appointment was only temporary, but gave no indication whether he or someone else would be given the post permanently.

The announcement said that under the law the cabinet vacancy must be filled within 30 days.

VETERAN OF WORLD WAR

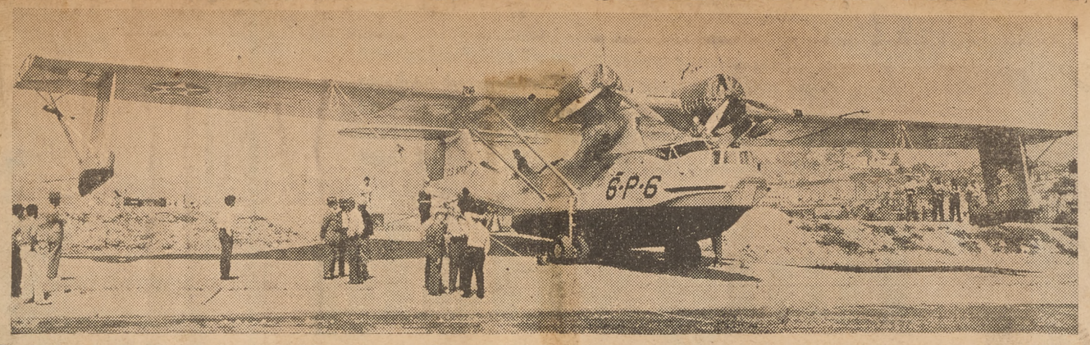
WASHINGTON, Sept. 25 (A.P.)—Harry H. Woodring pledged tonight to carry out the policies started by his predecessor for "an adequate national defense in the interest of peace for our nation."

Woodring, 46, a former governor of Kansas and a World war veteran, as assistant secretary, has been in charge of all procurement for the army, including large purchases of aircraft the last two years under a five-year program to build up that branch of the service. He was active head of the war department during the long illness of Secy. Dern. Upon Dern's death Aug. 26, he automatically became acting secretary.

RESERVES HANGAR JOB IS RESUMED

ago. More than $25,000 will be expended in erection of the hangar, offices, shops, stock room and commanding officer's quarters.

100-FOOT WINGSPREAD ON NEW S.D. FLYING SHIP FOR NAVY



Emphasized in the photo is the hundred-foot wing spread of the first huge twin-motored flying boat delivered to the navy by Consolidated officials yesterday. Powered by radial engines of the latest design, the ship is the first of 110 similar planes now in construction at Consolidated for navy contracts. The high-wing monoplane is of the PBY type—a patrol bomber. A standard navy type of ship, the new flying boat is the kind that holds several records for long-distance non-stop flights, most recent of which was from Coco-Solo, C. Z., to San Francisco. The seaplane ramp at Lindbergh field is not yet finished and though no difficulty was experienced in launching the big ship, necessity for the ramp clearly was shown.

S.D. TRIBUNE 10-6-36

New Navy Flying Boats Assigned To San Diego

S.D. SUN- Oct. 7-1936

One squadron of the new Navy flying boats in San Diego—
Another in Coco Solo, Canal Zone—
Two more squadrons in Pearl Harbor—

Thus, probably, will the first 48 patrol bombers being constructed by Consolidated Aircraft Corp. be apportioned, Rear Adm. Ernest J. King, commander Aircraft Base Force, indicated today.

Each of the squadrons will consist of 12 planes. Adm. King pointed out that more new airships would be dispatched to these three bases as quickly as Consolidated delivers the remainder in its order of 110 flying boats.

"I am going to Guantanamo Bay, Cuba, next February to conduct a concentration of planes from the Canal Zone and the East Coast," he said. "San Diego naval aircraft, however, will not take part in those maneuvers."

Leaving for Pearl Harbor aboard the aircraft tender USS Wright Saturday, Adm. King will direct annual tactical flights of the five Hawaii patrol squadrons, consisting of approximately 40 planes. The maneuvers will extend from Oct. 25 to Nov. 10. The Wright returns to San Diego Nov. 24.

Six crews from Squadron VP-6, Pearl Harbor, will fly the first group of six flying boats from North Island to Hawaii in mid-December.

The remainder of this squadron will arrive here next month to ac-

Turn to Page 2, Col. 8.

S. D. WINS NEW BOMBER PLANES

(Continued from Page 1)

quaint themselves with operation of the gigantic airships, preparatory to winging the second group of six to Honlulu in January.

Early next summer, another complete squadron will come from Pearl Harbor to accept delivery on 12 more patrol bombers which will be flown to their home base.

In the allocation of the new flying boats, the Navy is contemplating strengthening its Pacific Coast defenses, Adm. King declared.

BOMBER DELIVERED TO NAVY IN S. D.

SD. SUN-10-6-36

A graceful huge "flying boat" dipped into the waters of San Diego bay late yesterday.

Spread about the giant airship was a cordon of Navy officers and sailors. Civilians who strayed near the ship were politely ordered away.

Thus Navy accepted the first of 110 patrol bombers to be built by Consolidated Aircraft Co. in its San Diego plant.

NAVY TAKES OVER BIG FLYING BOAT; FIRST BUILT HERE

S.D. UNION-10-6-36

Craft Made by Consolidated Goes to North Island For Grueling Tests.

Surrounded by a naval "secrecy guard," the first glistening PBY flying boat to be constructed from the ground up at Consolidated Aircraft's year-old plant here was lowered into harbor waters at 11:53 a. m. yesterday, ready to take its place as "finest of naval fighting equipment."

Seven minutes later, brief ceremonies of government acceptance completed, wing lines of the huge monoplane were cast off and the powerful craft started for North Island and weeks of grueling tests planned by crack naval pilots who will prove it out.

It is the first flying boat ever constructed in San Diego and the first naval ship to be delivered after complete fabrication here, Consolidated officials said.

Curious Driven Away

Swarming blue jackets drove away all curious persons and kept all but workers clear of the ship as it was hauled across a strip of beach and launched.

Censorship rules halted release of exact descriptions of the huge boat. The following paragraph of description was contained in an official dispatch from the aircraft factory:

"The ship is the latest design of flying boat in the service of the navy for patrol and bombing service, powered with two of the latest type radial air-cooled engines. The boat is of the high wing monoplane type, spans more than 100 feet and is approximately 70 feet in length.

"This type of airboat is the holder of several distance flight records, including a non-stop flight from Coco-Solo, Canal Zone, to San Francisco. It is a standard type in navy service.

Ramp Need Told

"In the absence of the completion of the new seaplane ramp, which is now being constructed by the harbor department on Lindbergh field, it was necessary to launch this large vessel across the shore of a beach not especially prepared. Its handling emphasized the urgent need and extreme utility of the ramp, which it is hoped will be completed within a few weeks.

"During this time, however, it probably will be necessary to launch several more ships of this type with the improvised facilities."

The plane is one of 110 being constructed at Consolidated under government contract. Others will be delivered at intervals during the next year. Releases said it was completed exactly on schedule.

CONSOLIDATED EXCEEDS QUOTA

One of the big moments to date in the Chest-Red Cross united appeal came at yesterday's meeting of volunteer workers when Edgar N. Gott, of the Consolidated Aircraft Corp., announced employes of that plant already had oversubscribed their quota nearly 50 percent, and the solicitation was not yet finished. Gott is pictured handing a package of subscriptions to C. L. Cotant, general of the payroll division.

S.D. UNION-10-6-36

$108,526 RAISED BY CHEST; PLANE FIRM 'OVER TOP'

Reported yesterday.....	$ 36,654.00
Previously reported	71,872.00
Total	$108,526.00

Additional subscriptions of $36,654 which raised the total to $108,526, and announcement that employes of the Consolidated Aircraft Corp. had far exceeded their quota and were "still going strong," highlighted yesterday's report luncheon of Community Chest and Red Cross workers.

The total to date is just over the half-way mark in the campaign for $215,608, and represents 50.3 percent of the fund which is sought for support of the 35 Chest agencies and the local Red Cross. The quota for this stage of the united appeal had been set at 50 percent.

Enthusiasm of an already spirited meeting reached a new high for this campaign when Edgar N. Gott, assistant to the president of the Consolidated Aircraft Corp., and one of the leaders in the payroll division, announced that with a quota of $5500 assigned his plant, the employes of this newest and largest industry here already had pledged $7625, and the job was not yet finished.

'Fine Respnse'

"Consolidated employes are responding splendidly to the Chest and Red Cross appeal," Gott told

(Continued on Page 2, Col. 5)

the assembled workers. "This response indicates how they feel about the campaign, and their desire to be identified with a movement that means so much to the community."

Another interesting feature of yesterday's meeting was a tribute to Samuel I. Fox, pioneer merchant and long-time civic leader, who this year is celebrating his 50th year in business here. Guilford H. Whitney voiced the tribute in behalf of the Community Chest, of which Mr. Fox is honorary president, and of the Red Cross, with which he also has been long identified.

An electric desk clock was presented to Mr. Fox by John L. Fox, campaign chairman. R. King Kauffman, chairman of San Diego chapter, Red Cross, pinned the emblem of that organization on Mr. Fox's lapel.

Mr. Fox, responding, said his years of association with both the Chest and Red Cross had been a real pleasure to him, and added, "The only way we can build a city is for everyone to do his or her part, giving unselfishly to the community whether it be in civic work or in endeavors such as the Chest and Red Cross represent."

'Quota Club' Listed

Firms eligible to the "quota club," with subscriptions equal to a day's pay from each employee, announced at the meeting, were: John Burnham & Co., Burroughs Adding Machine Co., Carlson & Simpson, Challenge Cream & Butter Co., Cuyamaca club, Humpty Dumpty Stores, Klauber-Wangenheim Co., H. V. Lee, Alfred M. Lewis, Inc., New York Life Insurance Co., Prudential Insurance Co. of America, Remington Rand Business Service, Inc., San Diego chamber of commerce, San Diego Macaroni Manufacturing Co., San Diego Trust & Savings bank, Tanner Motors Tours, Underwood-Elliott-Fisher Co.

Awards of merit to the following team leaders and workers were made for outstanding performance: Mesdames Ray Brown, R. A. Boyett, Wiley V. Ambrose, Susie Byers, Charles Tracy, W. H. Porterfield, Victor Venberg, Will Crawford, C. L. Staely, Lillian MacLellen, Cecil W. Neff, George Preston, J. M. McColl, Karl Shears, O. E. Tyler, H. W. Coonradt, W. S. Fay, E. H. Depew, Dorothy Cabana, R. L. Powers, E. H. Granger, Bertha Shadwell, H. L. Foster, Jennie Winkelmann, C. H. Birkenstock, Emil Black, Frances Berenson, F. E. Marcy, Fred Bolton, L. D. Jones, Louis Perna, J. P. Witherow jr., Sam Mason, Everett N. Curtis, C. E. Ferris, Elliot G. Colby; Misses Lois Doane, Dorothy Nyhus, Mary Jane Barry. In the men's division awards went to George Stone, O. W. Todd jr., Ray Cavell, R. W. Merrill, E. R. Ferris, Harry Callaway.

S.D. SUN 10-6-36

Page 2

CHEST DRIVE NETS $108,526 WITHIN WEEK

Half-Way Mark Passed; Aircraft Workers Pay More Than Quota

With more than half of the $215,608 fund subscribed in the first week, Community Chest and Red Cross workers today entered the second phase of the annual campaign. To date, $108,526 has been obtained.

Reports of further progress will be made at a luncheon meeting tomorrow in Hotel San Diego.

The fund went over the half-way mark at yesterday's luncheon meeting, which was featured by announcement that employes of Consolidated Aircraft Corp. already have exceeded their quota by nearly 50 per cent.

Quota Club Boosted

New names of firms to reach the "quota club" class, with subscriptions equal to one day's pay from each employe, are:

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S.D. TRIBUNE PAGE TEN 10-7-36

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Dec. 10 will see the take-off of the first six planes for the transpacific hop, the remaining six following on Jan. 15. Now undergoing load, speed, altitude and endurance tests at North Island, the first of these flying boats was launched Monday. They will be based at Pearl Harbor.

3000-mile flight of 48 planes from San Diego to Canal Zone maneuvers is scheduled for February and March. Patrol groups now at Coco Solo, C. Z., and Guantanamo bay, Cuba, will participate in the exercises. Altogether, there will be about 100 planes under Adm. King's direction taking part in the maneuvers.

The officer will sail for Pearl Harbor Saturday aboard the aircraft tender Wright to direct flight maneuvers by the 65-plane group there during the latter part of this month and early November. Operations will be in the Hawaii-Midway island-Kingman reef triangle.

Dividend Move Seen By Consolidated Aircraft

SD SUN 10-11-36

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In a current survey of the aircraft industry, Standard notes the business improvement registered by Consolidated and concludes that "retention of speculative holdings is justified by the promising earnings outlook" of the concern.

Says Standard:

"Unfilled orders approximating $13,500,000 on Aug. 7, 1936, about the highest in the company's history, assure active operations at least through 1937. Net of $0.32 a common share was earned in the second quarter of 1936, on moderately increased shipments, compared with a nominal profit in the initial three months.

"With production capacity being expanded 80 per cent, deliveries probably can be considerably speeded in the near future. In addition to the order for 60 patrol-bomber flying boats now being filled, the Navy ordered 50 more, with spare parts for an additional 22, on July 15, 1936, at a cost of $4,900,000.

"Although profit margins on Navy business are limited to 10 per cent, and profits per share henceforth will be slightly diluted by the recent issue of 24,000 shares of $3 preferred, the larger volume should promote better earnings. A small common dividend is likely this year."

Flat Car Favored In Plane Take-Off

S.D. TRIBUNE 10-12-36

The huge, multi-motored transport plane is gently lowered into its cradle aboard a large flat-bed car at one end of a length of railroad tracks. All passengers and mail aboard, the ship's motors idle softly, propellers barely turning. The retractable landing gear is drawn up; figures cluster at the thick glass windows along three decks in the leading edge of the thick wing.

At the pilot's all-clear signal, the car rolls along the rails, quickly gathering speed. Near the center of the runway, the powerful engines roar and the ship rises from the speeding flatcar which immediately begins to stop—and another transcontinental non-stop flight begins on its daily schedule.

That is how huge landplanes of the future will be launched, it is believed. William Wheatley, chief test pilot of Consolidated Aircraft Co., at a recent meeting of the aviation committee of the chamber of commerce said that with the take-off speed of giant ships now being planned well over 100 miles an hour, ordinary ground take-offs will be impractical. That specially-built, fast railroad flat cars will launch the ships is not only possible but probable.

Recent successful launching of a plane from a flat railroad handcar by Consolidated officials near Chula Vista airport proved that the new method is extremely practical. Less space for runways would be required; greater loads could be carried; much less vibration and jarring would be experienced, and many other advantages realized.

Further railway catapultic tests are being planned by Consolidated officials for launching an army bombing plane, Wheatley said.

BIG SEAPLANE RAMP READY FOR USE SOON AT LINDBERGH FIELD

UNUSUAL METHOD USED TO INSTALL CONCRETE PAVING

Capable of accommodating the transpacific clipper planes and other huge flying boats, the new seaplane ramp at Lindbergh field, built under novel conditions, was reported finished yesterday and is expected to be ready for use within a few days.

Where the ordinary ramp is 40 feet wide, the one here has a width of 100 feet and marks the successful completion of another joint WPA-harbor department project. The big slab of concrete, 8 inches thick and heavily reinforced with steel rods, extends from 10 feet above high water to 8 feet below mean low water, and was built "on dry land" by forming an earthwork dam around the working area.

About 70 men from the local WPA district were assigned to the job by George White, in charge of the district, and carried out work which ran all the way from truck driving to cement finishing. Port officials who superintended the work are enthusiastic over the way in which the WPA men handled their tasks, often working against rising water, battling with time to get a certain unit completed.

The dyke surrounding the project, said to be the first of its kind ever used, was planned by Port Director Joe Brennan, and was filled in with earth, the trucks starting out from one end of the job and working all the way around to the other, packing down the material as they worked. Muck from the bottom of the bay, forced up by the weight of the dyke, was removed with a clamshell operated by a power crane, and dumped on the outside to reinforce the embankment. Then the enclosed area was pumped out, and preparations for the actual laying of the ramp were made.

A layer of firm material was put down first, and on this the concrete, in four 25-foot slabs, was poured. Pumps were kept going to keep the seepage down, and the ramp slowly took form, from the end which will be far below water level.

An interesting feature of the work was the necessity of leaving drain holes in the concrete, the huge weight of which forced up water and seepage from below, like so many springs. At one time, the pumps broke down, and a hurry call brought a fire-engine to the scene, to keep the water down until the main pump was repaired.

Now that all the concrete has been poured, all that remains is to remove the dyke. By using an earth fill instead of a cofferdam, some $10,000 was saved, the only expense being the gasoline for the trucks. Labor was, of course, supplied by WPA. Present plans call for cutting away the dyke with a dredger, which will pump the earth, "borrowed" from surfacing material, out onto the new fill where a hard surface will be required for the landing of planes.

WPA IMPROVEMENT AT MUNICIPAL AIRPORT

S.D. UNION - 9-29-36

Built under novel conditions, this new seaplane ramp for the municipal airport has been completed at the west end of Lindbergh field, adding another unit to the "finished business" of local WPA projects.

TAKE-OFF SPED WITH USE OF HANDCAR

9-26-36 S.D. TRIBUNE

A successful test of launching an airplane from railroad tracks, in which a handcar was used to carry the plane on the take-off, was completed yesterday afternoon by Consolidated Aircraft Corp. officials, who developed the novel launching method. They assert the device will double the cruising radius of

(Continued on Next Page, Col. 6)

flying boats and increase payloads 38 percent.

The test, witnessed by Maj. R. H. Fleet, Consoldated's president; I. M. Laddon, chief engineer, and department of commerce representatives, was made on railroad tracks near Chula Vista airport by W. B. Wheatley, a lieutenant in the naval reserve, who is Consolidated's chief tets pilot. Mounting a Fleet training biplane on a hand car, which was equipped with an automatic brake to stop it when the plane rose from the platform, Wheatley sped the plane down the railroad track on the flat car until a speed of 60 miles an hour was attained, when he pulled back the stick, raised the elevators and the plane soared into the air.

The plane, drawn by its propeller as it sped down the track on the tiny flatcar, left its mobile launching platform when about 300 feet from the starting point. The hand car, only eight feet long and six feet wide, jumped the track immediately after the plane was in the air. Wheatley flew to a safe landing at the Chula Vista airport.

Lists Advantages

Fleet, Laddon and Wheatley are inventors of newest advancement in aviation.

In a statement issued soon after the test, Wheatley said, "This device would permit take-offs with heavier loads than could be handled by conventional take-off practice." Among its advantages he listed:

Take-offs in the winter when water is obstructed with ice and flying fields are obstructed with snow.

Elimination of ice formation on seaplanes during take-off in freezing weather.

Permit land planes to take off with landing gears in place, retracted or removed.

Permit seaplanes to take off with wing tip floats retracted or removed, increasing efficiency.

Permit wing tip floats to be installed of a size smaller than required under conventional take-off conditions with heavy load.

Elimination of spray which sometimes strikes propellers and tail surfaces.

Elimination of the pounding on the hull usually experienced in taking off heavily loaded air boats from the surface of the water.

Safer take-offs at night, in dense fog or in heavy snow storms because it would not be necessary for the pilot to steer the plane on a narrow runway or in a channel on the water.

Safe blind take-offs as the track guides the plane in the run and no-lift longitudinal attitude of plane is maintained up to the moment the pilot decides to take off.

No illumination at night (such illumination impairs the pilot's vision after take-off).

"Because the rolling friction of a carriage is less than the friction and drag of landplane wheels on soft airports and much less than the retarding action of water on the hull of flying boats," Wheatley explained, "and as an aircraft would gather speed in the no-lift minimum drag position from the very start of the take-off run when using this device, it would permit carrying more useful load, thus increasing range of operation or augmenting passengers, mail or other cargo.

"A study of the advantages to be derived from using this device for the launching of a modern air boat reveals approximately 38 percent more gross load may be safely launched than could be taken off from the surface of water under conditions of no wind. If this additional load was used to carry more fuel and oil, the range of the plane would be approximately doubled.

"The air boat still could climb at full throttle with this overload and could maintain level flight with less than three-fourths power output.

"In case of engine failure before enough fuel had been used to lighten the load so that flight might be maintained, part of the fuel could be dumped, permitting the air boat to reach suitable protected water for alighting."

A boat, approximating in size and power the Pan American Clipper ships, could accelerate from a standing start to a speed of 100 miles per hour in less than a mile through use of the device, Wheatley said.

In company with Edgar N. Gott, assistant to Consolidated's president, Wheatley demonstrated the device at the company's plant last night. He pointed out a crib-like steel structure, behind the Fleet biplane's landing gear, which balanced the plane on its platform. Illustrating the take-off, he said cross-winds would have little effect on the ship.

"The ship cannot possibly rise from the car because the wings are at such an angle as to give no lift," Wheatley explained. "That car could go 100 miles an hour and the ship would not take off until the pilot pulled back on the stick."

Increased distance between tracks and larger cars mounted with platforms will accommodate giant air boats, Wheatley said.

Experimentation and development of the device will continue at Consolidated's plant, officers of the company announced.

Western Builder — Consolidated Flying

Consolidated A total of 185,300 square feet are being added to the floor space of **Consolidated Aircraft's** new plant in San Diego, bringing the total floor space up to 432,141 square feet, an increase of approximately 75 per cent over the original area. The main factory additions equal 65,000 square feet; paint shop, 10,000; tool and fixture storage building, 10,000; paint and oil storage, 2,000; and the experimental building, 96,300. In addition to the expansion of the plant an overhead monorail system consisting of 6,755 feet of track is being installed.

The construction, which started in July, should be completed by the first of November.

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Consolidated Aircraft employees introduced a new house organ to the aviation industry with the publication of the first issue in September.

The Pilot-October '36

A mammoth new flying boat, details of which will not be available for some time, is being designed by Consolidated Aircraft Co., of San Diego. This company has also recently issued a comprehensive bulletin on the spinning characteristics of the Fleet, in which several common rigging faults which make for bad spinning habits are explained.

9-25-36 SD UNION

PAGE TWELVE

HUGE PLANES DUE IN NEXT 5 YEARS, OPINION OF GOTT

Maj. Ed Gott, assistant to Maj. Reuben S. Fleet of the Consolidated Aircraft Corp., told the San Diego Lions club yesterday noon at its luncheon, held in U. S. Grant hotel, thta, in his opinion, the future will bring greater development of the airplane. He stated that he expects to see within the next five years a plane weighing 150 tons with a cruising speed of 240 miles an hour; also, this ship will be able to travel 5000 miles without refueling.

Major Gott turned back the pages of airplane building to 1917 when William Van Dusen was learning to fly. In those days, he said, the planes were of wood construction, and woodshops were the biggest part of the building activities. Since steel is used in the building of ships, the woodshop is confined to a tiny space where crates are built for the crating of planes for shipment.

The pay roll of the Consolidated, said Major Gott, is $4,000,000 a year. There are 2600 on the pay roll and 9000 persons are involved.

Craft for the Navy

Further down the coast, Consolidated Aircraft is also at work on big flying boats. These are craft for the navy—the patrol bombers which have set up such fine distance records in the last year or two, but still further refined and improved in design.

An order for sixty of these big fellows recently was placed with Major Reuben Fleet's organization, as a result of a competition at San Diego. In this competition a Douglas two-decker boat was likewise entered and is expected to be a strong contender for future navy boat business.

The Consolidated boats also have retractable wing-tip floats. In flight they are raised outward so that the pontoon support forms an extension of the under side of the wing and the pontoon itself forms the wing tip. Officials at the factory, which is in process of enlargement by nearly 80 per cent in floor space to take care of new work, said that the pontoon offered very good aerodynamic qualities when in raised position and gave the craft more than ten miles an hour additional top speed.

Two Twin-Row Engines

This flying boat, as ordered by the navy, is powered with two twin-row, 1,000 horsepower Wasp engines. It is expected to hang up some more records for long-distance cruising.

It is an open secret here that the Boeing company at Seattle has progressed far with a very large commercial flying boat, some 50 per cent bigger in gross weight than the largest of the craft now flying the Pacific Airline of Pan American. Details and date of emergence of this huge aircraft cannot as yet be revealed.

It is plain, from the foregoing, that if Great Britain is looking to the roads of the sea for the linking of her empire, the aircraft designers of the United States are also wide awake to the importance, from both the military and the civil angle of the further development of large water-going aircraft. Indeed, there is a strong school of thought in the navy which holds that this is the prime line of development in so far as naval aviation is concerned. N.Y. TIMES-SUN

LOCAL INVENTION LAUNCHES PLANES FROM R. R. TRACKS

S.D. UNION - 9-26-36

Cruising Radius Doubled, Pay Loads Increased 38 Percent By Device Evolved by Three Consolidated Aircraft Corp. Associates; Small Flat Car Is Used in Successful Demonstration Near Chula Vista Airport.

Gigantic air boats will have their cruising radius doubled and pay loads increased 38 percent through a device for launching aircraft from railroad tracks, tested secretly and successfully yesterday by W. B. Wheatley, Consolidated Aircraft Corp. chief test pilot, aviation experts reported. Witnesses to the test, which they termed another milestone in aviation progress, included Maj. R. H. Fleet, Consolidated's president; I. M. Laddon, chief engineer, and department of commerce representatives.

Cruising Radius Increased

Loads and cruising radii of land planes also will be increased by the device, which was invented and perfected through the efforts of the three men chiefly responsible for the navy's new flying boats being built here. The inventors of aviation's newest advancement are Maj. Fleet, Laddon and Wheatley.

Simple in principle, the device was tested yesterday afternoon at 1:15 on railroad tracks near Chula Vista airport.

A Fleet training two-passenger biplane, weighing 1700 pounds and with a 28-foot wing spread, was mounted on an old hand car, 8 feet long and 6 feet wide. An automatic brake was placed so it would halt the car when the plane rose from the platform, lending the effect of a catapult.

After checking the tiny airship and every mechanism, Wheatley, a lieutenant in the naval reserve, climbed into the cockpit. With a wave of his hand he signaled for the chocks to be pulled.

Slight Cross-Wind

The 160-horsepower Kinner engine roared. Drawn by its propeller, the plane rushed down the track on its small flat car.

Wheatley waited for the moment when he would attain 60 miles an hour speed, necessary to lift the plane into the air. He watched the effects of a slight cross-wind and was satisfied with his calculation that the adverse breeze would have no effects on his take-off.

At about 300 feet from the start Wheatley's hand tensed on the stick. Then he pulled the stick back, raising the elevators. The biplane literally jumped from the platform. Wheatley turned the ship to land later at the near-by airport. The flat car came to grief a few seconds after Wheatley's take-off.

(Continued on Page 2, Col. 2)

FLATCAR 'GUNS' SEEN FOR PLANES

S.D. [illegible] 10-10-36

Huge airplanes of the future will be catapulted into the air by flat cars operating on railroad tracks.

That was the opinion expressed to the Chamber of Commerce aviation committee yesterday by William Wheatley, chief test pilot of the Consolidated Aircraft Corp. Wheatley recently was successful in piloting a Consolidated plane into the air from a San Diego & Arizona Railway flat car.

The committee passed a resolution calling upon the Harbor Department to speed up construction of the seaplane launching ramp of the municipal airport.

U.S. Air Services *Consolidated Aircraft Magazine* OCT 1936

THERE CAME TO THE EDITOR'S desk last month a copy of Vol. 1, No. 1 issue of *Consolidated Aircraft Magazine*, published by and for the employes of the Consolidated Aircraft Corporation, San Diego, Calif. Its size is 11¾ by 8¾. There are 32 pages and cover. The paper and typography are splendid, the reading matter and illustrations excellent. On the cover is a picture of the main entrance to the plant of Consolidated Aircraft Corporation.

We congratulate all concerned on the appearance of this new house organ in the aeronautical field.

WAR SECRETARY POST GIVEN TO HARRY WOODRING

Appointment Is Temporary, White House Announces; Strong Defense Pledged

(Picture on Page 3)

HYDE PARK, N. Y., Sept. 25 (A. P.)—President Roosevelt tonight gave a recess appointment to Harry H. Woodring as secretary of war, temporarily filling the vacancy caused by the death of George H. Dern.

Woodring, a former governor of Kansas, has been acting as head of the war department since Dern, a former governor of Utah, died late last month.

The White House said the Woodridge appointment was only temporary, but gave no indication whether he or someone else would be given the post permanently.

The announcement said that under the law the cabinet vacancy must be filled within 30 days.

VETERAN OF WORLD WAR

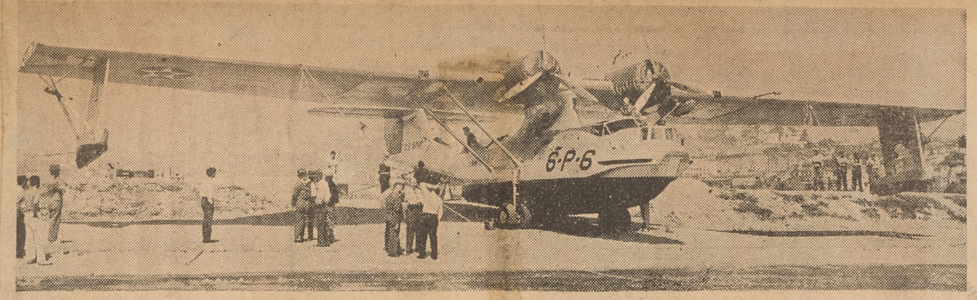
WASHINGTON, Sept. 25 (A.P.)—Harry H. Woodring pledged tonight to carry out the policies started by his predecessor for "an adequate national defense in the interest of peace for our nation."

Woodring, 46, a former governor of Kansas and a World war veteran, as assistant secretary, has been in charge of all procurement for the army, including large purchases of aircraft the last two years under a five-year program to build up that branch of the service. He was active head of the war department during the long illness of Secy. Dern. Upon Dern's death Aug. 26, he automatically became acting secretary.

RESERVES HANGAR JOB IS RESUME[illegible]

Final construction of the army air corps reserve 514th observation squadron hangar at Lindbergh field started yesterday with WPA workers and funds. The project was halted temporarily several weeks ago. More than $25,000 will be expended in erection of the hangar, offices, shops, stock room and commanding officer's quarters.

100-FOOT WINGSPREAD ON NEW S.D. FLYING SHIP FOR NAVY



Emphasized in the photo is the hundred-foot wing spread of the first huge twin-motored flying boat delivered to the navy by Consolidated officials yesterday. Powered by radial engines of the latest design, the ship is the first of 110 similar planes now in construction at Consolidated for navy contracts. The high-wing monoplane is of the PBY type—a patrol bomber. A standard navy type of ship, the new flying boat is the kind that holds several records for long-distance non-stop flights, most recent of which was from Coco-Solo, C. Z., to San Francisco. The seaplane ramp at Lindbergh field is not yet finished and though no difficulty was experienced in launching the big ship, necessity for the ramp clearly was shown.

S.D. TRIBUNE
10-6-36

New Navy Flying Boats Assigned To San Diego

S.D. SUN- Oct. 7-1936

One squadron of the new Navy flying boats in San Diego—
Another in Coco Solo, Canal Zone—
Two more squadrons in Pearl Harbor—

Thus, probably, will the first 48 patrol bombers being constructed by Consolidated Aircraft Corp. be apportioned, Rear Adm. Ernest J. King, commander Aircraft Base Force, indicated today.

Each of the squadrons will consist of 12 planes. Adm. King pointed out that more new airships would be dispatched to these three bases as quickly as Consolidated delivers the remainder in its order of 110 flying boats.

"I am going to Guantanamo Bay, Cuba, next February to conduct a concentration of planes from the Canal Zone and the East Coast," he said. "San Diego naval aircraft, however, will not take part in those maneuvers."

Leaving for Pearl Harbor aboard the aircraft tender USS Wright Saturday, Adm. King will direct annual tactical flights of the five Hawaii patrol squadrons, consisting of approximately 40 planes. The maneuvers will extend from Oct. 25 to Nov. 10. The Wright returns to San Diego Nov. 24.

Six crews from Squadron VP-6, Pearl Harbor, will fly the first group of six flying boats from North Island to Hawaii in mid-December.

The remainder of this squadron will arrive here next month to ac-

Turn to Page 2, Col. 8.

S. D. WINS NEW BOMBER PLANES

(Continued from Page 1)

quaint themselves with operation of the gigantic airships, preparatory to winging the second group of six to Honlulu in January.

Early next summer, another complete squadron will come from Pearl Harbor to accept delivery on 12 more patrol bombers which will be flown to their home base.

In the allocation of the new flying boats, the Navy is contemplating strengthening its Pacific Coast defenses, Adm. King declared.

BOMBER DELIVERED TO NAVY IN S. D.

SD. SUN-10-6-36

A graceful huge "flying boat" dipped into the waters of San Diego bay late yesterday.

Spread about the giant airship was a cordon of Navy officers and sailors. Civilians who strayed near the ship were politely ordered away.

Thus Navy accepted the first of 110 patrol bombers to be built by Consolidated Aircraft Co. in its San Diego plant.

S.D. TRIBUNE
PAGE TEN 10-7-36

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WOMEN HONORED

Awards for merit in reaching quotas were made yesterday to the following team leaders and workers:

Mesdames, Ray Brown, R. A. Boyett, Wiley V. Ambrose, Susie Byers, Charles Tracy, W. H. Porterfield, Victor Venberg, Will Crawford, C. L. Stealy, Lillian MacLellan, Cecil W. Neff, George Preston, J. M. McColl, Karl Shears, O. E. Tyler, H. W. Coonradt, W. S. Fay, E. H. Depew, Dorothy Cabana, R. L. Powers, E. H. Granger, Bertha Shadwell, H. L. Foster, Jennie Winkelmann, C. H. Birkenstock, Emil Black, Frances Berenson, F. E. Marcy, Fred Bolton, L. D. Jones, Louis Perna, J. P. Witherow Jr., Sam Mason, Everett N. Curtis, C. E. Ferris, Elliot G. Colby; Misses Lois Doane, Dorothy Nyhus, Mary Jane Barry. In the business men's division, George Stone, O. W. Todd Jr., Ray Cavell, R. W. Merrill, E. R. Ferris, Harry Callaway.

NAVY TAKES OVER BIG FLYING BOAT; FIRST BUILT HERE

S.D. UNION-10-6-36

Craft Made by Consolidated Goes to North Island For Grueling Tests.

Surrounded by a naval "secrecy guard," the first glistening PBY flying boat to be constructed from the ground up at Consolidated Aircraft's year-old plant here was lowered into harbor waters at 11:53 a. m. yesterday, ready to take its place as "finest of naval fighting equipment."

Seven minutes later, brief ceremonies of government acceptance completed, wing lines of the huge monoplane were cast off and the powerful craft started for North Island and weeks of grueling tests planned by crack naval pilots who will prove it out.

It is the first flying boat ever constructed in San Diego and the first naval ship to be delivered after complete fabrication here, Consolidated officials said.

Curious Driven Away

Swarming blue jackets drove away all curious persons and kept all but workers clear of the ship as it was hauled across a strip of beach and launched.

Censorship rules halted release of exact descriptions of the huge boat. The following paragraph of description was contained in an official dispatch from the aircraft factory:

"The ship is the latest design of flying boat in the service of the navy for patrol and bombing service, powered with two of the latest type radial air-cooled engines. The boat is of the high wing monoplane type, spans more than 100 feet and is approximately 70 feet in length.

"This type of airboat is the holder of several distance flight records, including a non-stop flight from Coco-Solo, Canal Zone, to San Francisco. It is a standard type in navy service.

Ramp Need Told

"In the absence of the completion of the new seaplane ramp, which is now being constructed by the harbor department on Lindbergh field, it was necessary to launch this large vessel across the shore of a beach not especially prepared. Its handling emphasized the urgent need and extreme utility of the ramp, which it is hoped will be completed within a few weeks.

"During this time, however, it probably will be necessary to launch several more ships of this type with the improvised facilities."

The plane is one of 110 being constructed at Consolidated under government contract. Others will be delivered at intervals during the next year. Releases said it was completed exactly on schedule.

CONSOLIDATED EXCEEDS QUOTA

One of the big moments to date in the Chest-Red Cross united appeal came at yesterday's meeting of volunteer workers when Edgar N. Gott, of the Consolidated Aircraft Corp., announced employes of that plant already had oversubscribed their quota nearly 50 percent, and the solicitation was not yet finished. Gott is pictured handing a package of subscriptions to C. L. Cotant, general of the payroll division.

S.D. UNION-10-6-36

$108,526 RAISED BY CHEST; PLANE FIRM 'OVER TOP'

Reported yesterday.....	$ 36,654.00
Previously reported	71,872.00
Total	$108,526.00

Additional subscriptions of $36,654 which raised the total to $108,526 and announcement that employes of the Consolidated Aircraft Corp. had far exceeded their quota and were "still going strong," highlighted yesterday's report luncheon of Community Chest and Red Cross workers.

The total to date is just over the half-way mark in the campaign for $215,608, and represents 50.3 percent of the fund which is sought for support of the 35 Chest agencies and the local Red Cross. The quota for this stage of the united appeal had been set at 50 percent.

Enthusiasm of an already spirited meeting reached a new high for this campaign when Edgar N. Gott, assistant to the president of the Consolidated Aircraft Corp., and one of the leaders in the payroll division, announced that with a quota of $5500 assigned his plant, the employes of this newest and largest industry here already had pledged $7625, and the job was not yet finished.

'Fine Respnse'

"Consolidated employes are responding splendidly to the Chest and Red Cross appeal," Gott told

(Continued on Page 2, Col. 5)

the assembled workers. "This response indicates how they feel about the campaign, and their desire to be identified with a movement that means so much to the community."

Another interesting feature of yesterday's meeting was a tribute to Samuel I. Fox, pioneer merchant and long-time civic leader, who this year is celebrating his 50th year in business here. Guilford H. Whitney voiced the tribute in behalf of the Community Chest, of which Mr. Fox is honorary president, and of the Red Cross, with which he also has been long identified.

An electric desk clock was presented to Mr. Fox by John L. Fox, campaign chairman. R. King Kauffman, chairman of San Diego chapter, Red Cross, pinned the emblem of that organization on Mr. Fox's lapel.

Mr. Fox, responding, said his years of association with both the Chest and Red Cross had been a real pleasure to him, and added, "The only way we can build a city is for everyone to do his or her part, giving unselfishly to the community whether it be in civic work or in endeavors such as the Chest and Red Cross represent."

'Quota Club' Listed

Firms eligible to the "quota club," with subscriptions equal to a day's pay from each employee, announced at the meeting, were: John Burnham & Co., Burroughs Adding Machine Co., Carlson & Simpson, Challenge Cream & Butter Co., Cuyamaca club, Humpty Dumpty Stores, Klauber-Wangenheim Co., H. V. Lee, Alfred M. Lewis, Inc., New York Life Insurance Co., Prudential Insurance Co. of America, Remington Rand Business Service, Inc., San Diego chamber of commerce, San Diego Macaroni Manufacturing Co., San Diego Trust & Savings bank, Tanner Motors Tours, Underwood-Elliott-Fisher Co.

Awards of merit to the following team leaders and workers were made for outstanding performance: Mesdames Ray Brown, R. A. Boyett, Wiley V. Ambrose, Susie Byers, Charles Tracy, W. H. Porterfield, Victor Venberg, Will Crawford, C. L. Staely, Lillian MacLellen, Cecil W. Neff, George Preston, J. M. McColl, Karl Shears, O. E. Tyler, H. W. Coonradt, W. S. Fay, E. H. Depew, Dorothy Cabana, R. L. Powers, E. H. Granger, Bertha Shadwell, H. L. Foster, Jennie Winkelmann, C. H. Birkenstock, Emil Black, Frances Berenson, F. E. Marcy, Fred Bolton, L. D. Jones, Louis Perna, J. P. Witherow jr., Sam Mason, Everett N. Curtis, C. E. Ferris, Elliot G. Colby; Misses Lois Doane, Dorothy Nyhus, Mary Jane Barry. In the men's division awards went to George Stone, O. W. Todd jr., Ray Cavell, R. W. Merrill, E. R. Ferris, Harry Callaway.

Flat Car Favored In Plane Take-Off

S.D. TRIBUNE
10-12-36

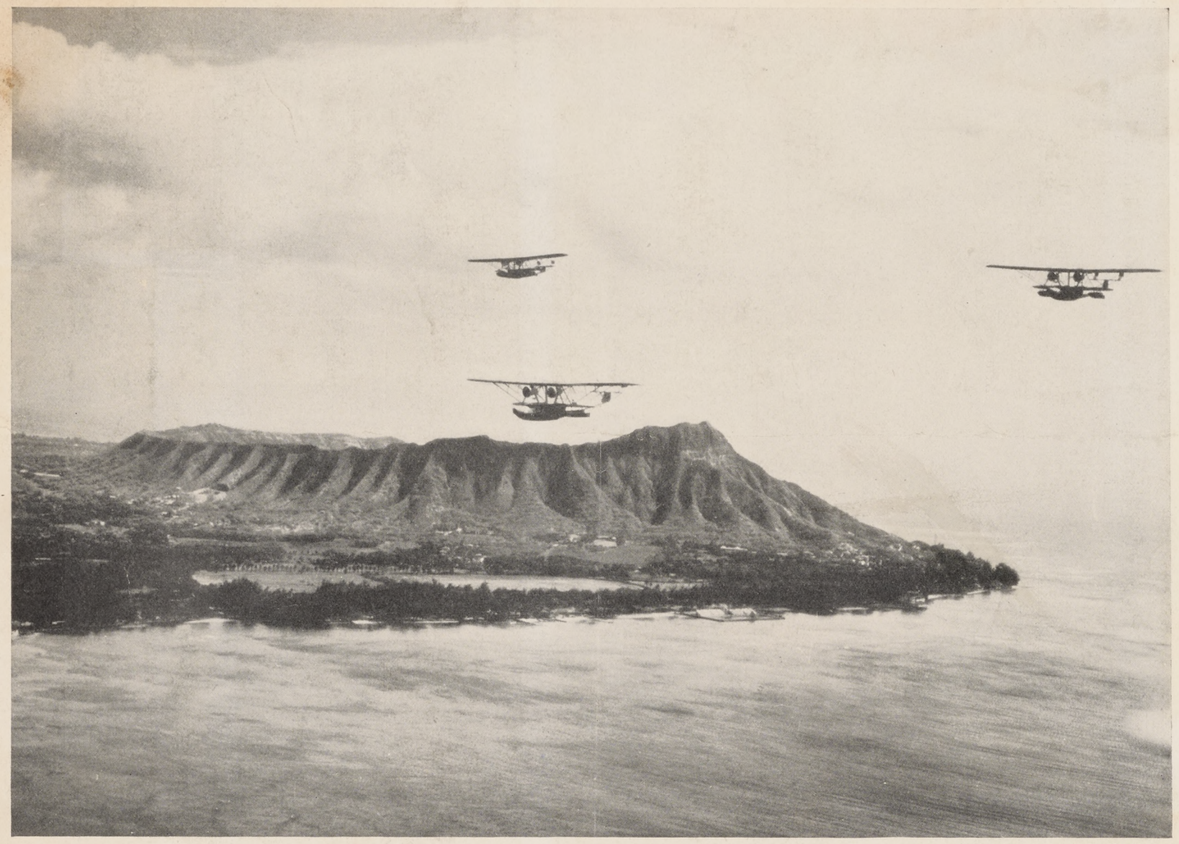
The huge, multi-motored transport plane is gently lowered into its cradle aboard a large flat-bed car at one end of a length of railroad tracks. All passengers and mail aboard, the ship's motors idle softly, propellers barely turning. The retractable landing gear is drawn up; figures cluster at the thick glass windows along three decks in the leading edge of the thick wing.

At the pilot's all-clear signal, the car rolls along the rails, quickly gathering speed. Near the center of the runway, the powerful engines roar and the ship rises from the speeding flatcar which immediately begins to stop—and another transcontinental non-stop flight begins on its daily schedule.

That is how huge landplanes of the future will be launched, it is believed. William Wheatley, chief test pilot of Consolidated Aircraft Co., at a recent meeting of the aviation committee of the chamber of commerce said that with the take-off speed of giant ships now being planned well over 100 miles an hour, ordinary ground take-offs will be impractical. That specially-built, fast railroad flat cars will launch the ships is not only possible but probable.

Recent successful launching of a plane from a flat railroad handcar by Consolidated officials near Chula Vista airport proved that the new method is extremely practical. Less space for runways would be required; greater loads could be carried; much less vibration and jarring would be experienced, and many other advantages realized.

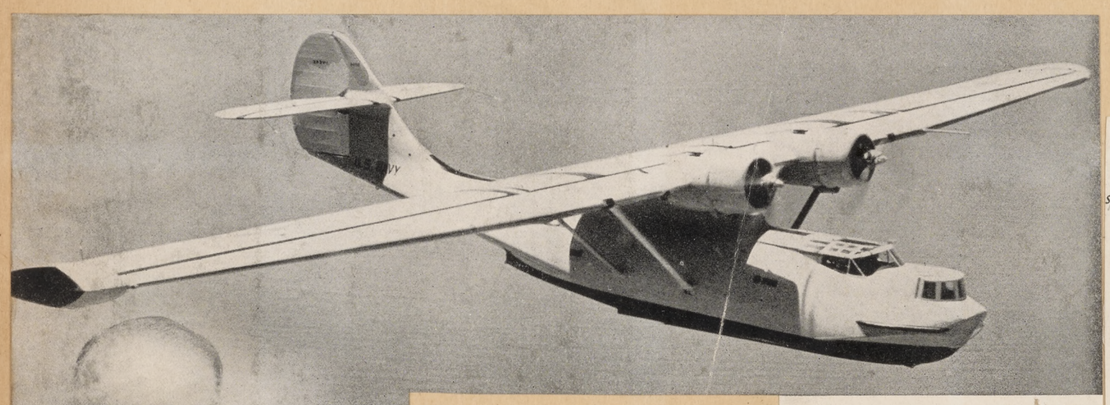
Further railway catapultic tests are being planned by Consolidated officials for launching an army bombing plane, Wheatley said.



Official photograph, U. S. Navy

NAVY CONSOLIDATED PATROL AIRPLANES, P2Y-1, OFF DIAMOND HEAD, HAWAII AREA

Shown on Their Historic Nonstop Flight from San Francisco to Pearl Harbor



FLEET OF CONSOLIDATED AIRCRAFT

CONSOLIDATED AT SAN DIEGO HAS ORDERS FROM THE UNITED STATES NAVY FOR 110 OF THESE SPEEDY FLYING BOATS.

Two other California plants are engaged solely in the production of aircraft for the Army and Navy. One is North American Aviation, Inc., at Inglewood, and the other is the Consolidated Aircraft Corporation at Lindbergh Field, San Diego. Both are newcomers, moving to Southern California from the East, erecting new plants and getting into production in recent months.

Consolidated, organized in 1923, made planes in Buffalo, N. Y., until last fall, when it picked up and moved into a new plant in San Diego. Since then, by virtue of government orders, it has been compelled almost to double its plant capacity. The enlarged factory will be completed soon and will be, it is claimed, the only aircraft plant in the United States able to apply the line-production methods used so successfully in the automotive industry. In San Diego, Consolidated not only escapes the rigors of an eastern winter, but it also finds itself right next door to the Navy's Pacific Coast center of aviation activity.

Orders from the Navy total 110 flying boats, plus spare parts equivalent to twenty-two more. These boats are designed to operate with the fleet, and are capable of staying aloft on patrol, without landing, for more than twenty-four hours. One of these boats, piloted by Commander McGinnis of the United States Navy, was flown nonstop from Coco Solo, Canal Zone, to Alameda, breaking the distance record for this type of plane, which is the joint development of the Navy and Consolidated engineers.

Consolidated finished this summer a $2,000,000 order for fifty two-seater planes for the Army and as part of its modern and up-to-date, the fame of their products is world-wide.

"CALIFORNIA" magazine of Calif. Chamber of Commerce OCT 8 1936 61

Order Royal Canadian Air Force Planes

THE FLEET AIRCRAFT COMPANY, a subsidiary of Consolidated Aircraft Corporation, announces receipt of an order for 20 planes for the Royal Canadian Air Force, one of the largest orders ever given by the Air Force. Eighteen will be training planes, and two will be used by civilian aviation inspectors. U.S. Air Services Mar. 1936

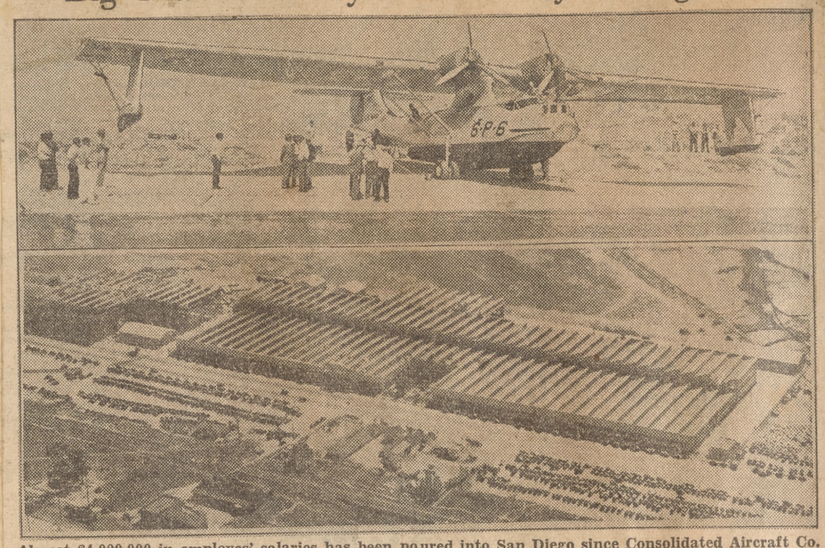
CONSOLIDATED'S BIG CONTRACT

THE NAVY DEPARTMENT announced on July 15th that a contract had been awarded to the Consolidated Aircraft Corporation, San Diego, Calif., for fifty airplanes, VPB type, for a total of $4,898,000.

U.S. Air Services Aug. 1936

S.D. SUN - 10-9-36 THE SAN DI

Big Plane Factory Boosts City's Progress



Almost $4,000,000 in employes' salaries has been poured into San Diego since Consolidated Aircraft Co. began moving machinery into its plant a year ago this week. Signalizing completion of a year's activity was delivery of the first of 110 Navy flying boats, shown at top, an aviation achievement which establishes San Diego's first large-scale industry in the forefront of military plane manufacture. Below an air view of the recently enlarged plant which has enough advance work to keep it humming well into 1938.

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When they began moving machinery into the new Consolidated Aircraft Corp. plant a year ago this week, every member of the Chamber of Commerce aviation committee emitted long sight of relief.

The labor of seven years, during which many disappointments were encountered, had ended. San Diego was now certain of its first major industry.

Today, with the huge Consolidated plant employing 3000 men and humming at high speed in the production of 110 "flying boats" for the Navy, Tom Bomar, secretary of the aviation committee, recalled the early negotiations to move the plant here from Buffalo, N. Y.

Just Another Dream

"When the Chamber of Commerce, the Harbor Commission and the City Council conceived the idea, back in 1928, of attracting a large aircraft manufacturer to San Diego, many San Diegans scoffed at us," he said today.

"In the face of opposition from many sources, we continued our negotiations. And only until they actually began to move machinery into the buildings early in October, 1935, could we realize that Consolidated was irretrievably a San Diego concern."

300 From East

From the east with Maj. Reuben Fleet, president of the enterprise, came 300 employes, the nucleus of an organization which boasted 874 workers on the day the plant was dedicated, Oct. 20, 1935.

It was then that Maj. Fleet prophesied: "We should have about 2000 employes within six months and about 3000 next summer." His forecast came true.

Since establishment of the Consolidated plant here, building additions have added 80 per cent to the floor space, enabling mass production necessary for prompt delivery of military planes.

Smokeless Factory

No black smoke is belched from this well ordered plant, no nerve-grating sounds of pounding machinery are heard in its vicinity.

"Many San Diego people were sceptical of having a new large industry established here," Edward Gott, assistant to President Fleet, said today.

"Do you realize that Consolidated pours $75,000 a week in salaries into San Diego, re-absorbs not one cent of this sum, because this factory sells nothing here?

Uncle Sam Pays

"All our income comes from the national treasury in Washington."

On Oct. 20, Consolidated celebrates the first anniversary of the plant's dedication. On present contracts, the concern can continue operating at full capacity well into 1938.

Hazards Eliminated By Navy Plane 'Shakedown'

By HAROLD KEEN

S.D. Sun - 10-9-36

New Navy planes are given "shakedowns" just as are warships. The trial tests are just as extensive, in many ways more hazardous.

If a piece of machinery suddenly fails to function on a warship, there is likely to be little human damage. But if a minute contraption on a big flying boat, for example, goes "haywire," several lives may be sacrificed.

Take as an example the new patrol bomber delivered by Consolidated Aircraft Corp. to the Naval Air Station last Monday.

When it was turned over to VP-6, the Honolulu squadron which will fly this ship and five similar ones to Pearl Harbor in December, a swarm of mechanics clambered over the giant to see if everything was as it should be.

Before the plane is actually lifted into the air, all its controls are tested in gingerly handling on the water. The pilots must be assured of hair-trigger responsiveness when they think the airship is ready to soar away on its maiden flight.

Then follows a long period of endurance runs, altitude hops, fuel consumption tests.

"It's not a matter of nonchalance, this making sure a plane is ready for a non-stop 2500-mile flight," Rear Adm. Ernest J. King, Aircraft Base Force commander, declared yesterday.

"When those six planes take off from North Island for Hawaii next December, they will be in perfect condition. We can't afford to have anything go wrong on a trip like that."

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Incidentally, the new patrol bombers are referred to by Adm. King as "air boats." "That title is compact and completely descriptive, he commented.

Exit "flying boat"; enter "airboat."

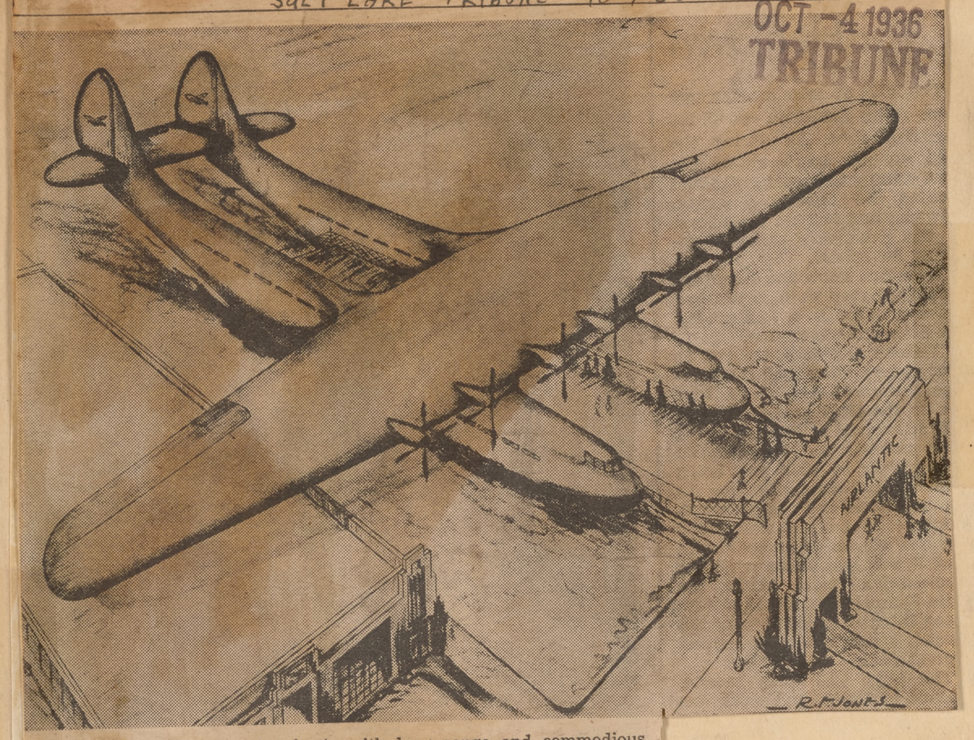
◇ ◇ ◇

The first Consolidated plane will probably make its initial flight from North Island Saturday, Adm. King indicated. During the past few days, it has been gradually prepared for this test of its operating ability by short, hesitant trips along the water.

TREND IN PLANES PICTURED

SALT LAKE TRIBUNE 10-4-36

OCT -4 1936 TRIBUNE



Larger and faster flying boats with long range and commodious passenger facilities for intercontinental transportation at a lower cost with the ability to fly 300,000 pounds in the air at more than four miles a minute seem to be indicated by present design trends at Consolidated Aircraft corporation's San Diego factory with the announcement that their engineering staff is making a study of these possibilities.

Making appropriate changes in design and based on the characteristics of racing type seaplanes which now hold the world speed record at 440 m. p. h. and making use of present-day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 m. p. h. and a cruising speed of 230 m. p. h. and carrying 15,000 gallons of gasoline the plane will have a range of 4000 miles. One hundred fifty passengers can travel amid luxurious comfort and facilities for recreation. Extra fare passengers can enjoy the comfort of staterooms which will afford the privacy of Pullman seats and sleeper berths for overnite travel.

Diesel engines may be used providing development continues in the great strides now being made. The total horsepower will be 18,000, approximately half of which could be disconnected for servicing during flight.

SERVICE NOTES

How To Provide Shelter For 'Airboats' Is Puzzle

S.D. SUN 10-30-36

By HAROLD KEEN

It is no secret that Capt. Arthur L. Bristol, commanding officer of the Naval Air Station, spent several days this week at the Pan-American Airways base at Alameda because he sought solution for certain problems affecting the Navy's new patrol bombers.

The Clippers have twice the tonnage of the new Consolidated "flying boats." Observation of the manner in which Pan-American houses the Clippers and prepares them for flight was of inestimable value to Capt. Bristol.

Where to Put 'Airboats'

Right now, he is trying to outline a plan for the accommodation of the new 13-ton Navy airships, two of which already have been delivered by Consolidated. There is not enough hangar space for all the smaller planes on North Island, let alone the fleet of winged giants which soon will crowd the air station.

"A system has to be devised which would enable the flying boats to get away quickly in case of emergency," Lieut. Cecil F. Harper, operations officer, said today. "This type of airship is being manufactured larger every year, and that makes it difficult to figure on permanent hangars.

May Build Docks

At present, the two Consolidated patrol bombers are perched in the open near the hangar of Squadron VP-11.

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Sun, Oct 29, 1936

NAVY RECEIVES SECOND BOMBER

Consolidated Aircraft Corp. today launched the second of its order of 110 Navy patrol bombers.

The huge ship's hull touched waters of the bay early this morning was towed across to North Island for delivery to Honolulu's Patrol Squadron 6, which will fly the first six "airboats" to Pearl Harbor early in December.

While production of the planes was being "stepped up," Lieut.-Comdr. Emil Chourre, Navy inspector at Consolidated, yesterday predicted that air cruisers within the next two years will be at least six times greater in tonnage than the most modern military seaplanes.

He pointed out in an address before the Ad Club yesterday that American aircraft manufacturers are already preparing specifications for "flying boats" exceeding 50 tons.

'Flying Boats' Needed In Hurry, Warns Adm. Cook

S.D SUN 10-19-36

Aeronautic's Chief Visits San Diego Plane Plant, Urges Speed On Bombers For U. S. Defense

The nation's military needs require speedy delivery of 110 "flying boats" under construction at Consolidated Aircraft Corp., Rear Adm. Arthur B. Cook, chief of the Bureau of Aeronautics, told The Sun today.

Adm. Cook, on a visit at Naval Air Station, was to go through the Consolidated plant today to examine progress on the huge new patrol bombers.

How the patrol planes will be used in defending the Pacific Coast is told on Page 9.

Consolidated facilities for the manufacture of 66 more "flying boats," on which the San Diego firm recently submitted the lowest bid, will be inspected by Adm.. Cook. His report to Secretary of Navy Swanson will have bearing on whether the contract will be awarded to Consolidated.

"We will have to be guaranteed quick deliveries," Admiral Cook said. "Our military requirements at North Island, the Canal Zone, and Pearl Harbor, Hawaii, are such that the total of 176 patrol bombers must be placed into service as soon as possible."

Expansion of the Naval Air Station to accommodate approximately 600 aviation cadets being trained at Pensacola is contemplated by the Bureau of Aeronautics, Admiral Cook revealed.

The first 20 men in this detachment have already arrived at North Island.

New barracks and hangars for Naval Air Station costing $600,000 will be considered at the next session of Congress, Admiral Cook indicated.

A large portion of the newly dredged addition to the west beach at North Island will probable be utilized by the squadrons of Consolidated patrol bombers to be assigned here, Admiral Cook said.

He will return by plane to Washington late Wednesday or early Thursday. Admiral Cook is accompanied by Comdrs. Marc A. Mitscher and Arthur C. Davis, attached to the Bureau of Aeronautics.

Plane Metal Soft In Refrigerator

S.D. TRIBUNE 10-8-36

By RUSS HAHN

Imagine a metal that must be kept in a refrigerator to remain soft and workable?—that's "dural," as it is nick-named by aircraft workers, according to technical experts on the engineering staff at Consolidated Aircraft Co.

The full name is duralumin (the abbreviation is accented on the last syllable)—and that's what airplanes are made of. Not only in the fuselage of the planes, but also in many parts of the motors is this alloy used. It is to a plane what steel is to a locomotive.

Chiefly aluminum, dural has varying percentages of manganese and copper added, depending on the hardness desired. The slightest change in formula—a bit more copper, a pinch more manganese—gives an immense difference in the physical properties of the finished product.

With the strength of steel and the light weight of aluminum, dural is the perfect material for plane construction. Its invention perhaps has done more to advance aviation than any other single factor in plane construction history.

"Have you done any aircraft work before?" is one of the first questions asked prospective employes at Consolidated. Why?—because almost exclusively in aircraft construction is dural used, and unless a man has worked with it before, he must forget all he ever has learned about handling any other metal and begin at the beginning. Regardless of how good a mechanic, or blacksmith, etc., a man may be, dural remains adamant in inexperienced hands.

To illustrate special steps required in making dural workable, airplane rivets may be used as an example.

The metal is immersed in molten sodium nitrate, then quenched. Instead of this sudden change in temperature hardening the dural, as steel similarly is tempered, the strange material becomes soft and workable. The rivets now may be pounded nicely into their places—for about two hours. At the end of that time, the dural very obstinately returns to its former state and becomes far too hard to work.

These engineers, however, are very ingenious fellows. They learned that cold retards the return of the dural to its natural hardness. Therefore, if visitors were permitted inside the plant, they would see little electric ice-boxes scattered about the factory—not to furnish ice cubes for cold drinks, but to keep the dural rivets soft enough to work over a longer period of time. Temperamental—this metal. It must be guarded like baby's milk.

Although it is all called dural, the metal has literally scores of varieties, differing almost as widely as tin from copper. The particular type of dural used in rivets varies greatly from that which is made into fuselage braces and bulkheads in planes. The rivets must be tough and able to "take it," whereas braces, for example, must be soft enough to drill readily. All these physical properties are controlled by the little pinch of manganese or copper that is, or is not, added to the alloy, according to what is desired.

Any absolutely pure metal is very resistant to corrosion. Dural, being an alloy, is just the opposite. In order to protect it from the corrosive action of salt water—on the big navy flying boats—two methods are used. One is to dress Mr. Dural up in a thin overcoat of pure aluminum. Then his name changes to "al-clad." The other method, and in many ways the more advantageous, is to thicken the protective oxide film which forms on the metal through exposure by an electroplating process.

Dull Hue Explained

D. M. Carpenter, of the Consolidated technical staff, complains that the chief disadvantage of al-clad is mere added dead weight. The protective coating of aluminum has no strength. Whereas, the film created by the electro-plating process is harder than the metal beneath, and has the added advantage of holding paint better with its more porous surface.

That is why all Consolidated ships, before painting, are a dull grey hue. The company does not use the al-clad, which has a shiny silver finish, but treats all dural with the oxide film.

In earlier experiments to develop a satisfactory corrosion-resisting material for plane construction, the company conducted a series of experiments with magnesium alloys. An airplane wheel was made and immersed in salt water for a definite period. When it was taken out of the water, there was no apparent evidence of any corrosion. The experiment seemed successful—until one of the engineers grabbed the wheel, and got nothing but a handful of aluminum paint! Nothing of the metal beneath was left but the hollow shell of paint marking its shape—like a politician's promise after election.

WACO LEADS IN PRODUCTION OF CIVIL PLANES

Consolidated Specializes In Airships For Military Use

S.D. SUN 10-23-36

More Waco planes fly the airways than any other type of licensed civil aircraft, figures released by the Department of Commerce revealed today.

Leads Stinson

From 1926 to Sept. 1, 1936, Waco built a total of 1138 airships, placing that aircraft manufacturer far ahead of Stinson, its nearest competitor, which has manufactured 695 registered planes since the first SM-1 model in 1927.

Next in order are Travel Air with 604, Curtiss with 524, and Fairchild with 384, the statistics showed. San Diego's Consolidated Aircraft Corp. built only 19 private or commercial planes since completion of the first O-17 model in 1928. However, military aircraft has been Consolidated's specialty during the past few years.

Subsidiary Builds 219

However, a subsidiary of the San Diego concern, Fleet Aircraft, produced 219 licensed ships for civilian use in the past seven years. Ranking high in the sports-plane group is Ryan Aeronautical Co., which has 89 planes bearing its stamp recognized by the Bureau of Air Commerce.

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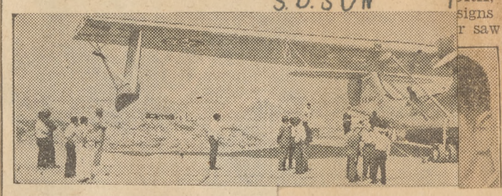
GUARDING THE

Giant Planes To

S.D. SUN



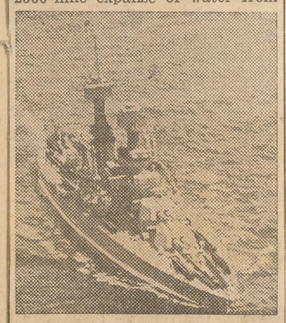
Navy Extends Line Of Defense To Hawaii

This is the first of a series on Pacific Coast defenses.—The Editor.

By HAROLD KEEN

Stretching from the Aleutian islands and Alaska on the north to the Islands of Hawaii, Midway, Wake and Guam in mid-Pacific, and south to Panama, is an imaginary arc—the United States' last frontier.

Within the bounds of this arc no enemy must cross, lest the national safety be imperilled. Yet much of this area, especially the 2500-mile expanse of water from



San Diego to Hawaii, is considered by military strategists to be exceptionally vulnerable.

U. S. Boosts Arms

Today they are rushing to completion a concentration of defense strength in this sector, and in addition are considering reinforcement of present Army and Navy bases along the Pacific seaboard.

No better example of this high-speed activity can be gained than right here in San Diego, where Consolidated Aircraft Corp. is building 110 huge "airboats"—patrol bombers that can cruise for 3000 miles without stopping.

Secrecy Maintained

The first of these new winged giants has been delivered to the Naval Air Station at North island.

Its specifications are guarded with the utmost secrecy. We know only that this craft is the most powerful patrol bomber in the United States, one of the most powerful in the world. It is to be the "front line" plane of the Navy.

More than this is not generally known. Why is the Navy so carefully hiding more specific details on this gargantuan aircraft?

Planes Vital To Plan

In the answer is tied up the future scheme of military defense of the Pacific Coast. One thing is known certainly— that the Navy's new patrol bombers are to be relied upon as one of the principal weapons of that defense plan.

Theoretically, an attack by a foreign power on the Pacific Coast is to be feared because of the vast expanse from San Diego to Hawaii which as yet is regarded as not adequately patrolled.

Long Hop Scheduled

To act as sentinels of this watery stretch, among other reasons, the new "flying boats" were ordered by the Navy. Some time in December, a group of seven officers and 28 enlisted men will "ferry" the first half-dozen Consolidated patrol bombers from North Island to Honolulu.

Later more planes will speed across until approximately 30 are delivered to Pearl Harbor, there to act as virtual "flying fortresses."

Telescopic "eyes" will be provided the Navy in the form of these new patrol bombers. In actual wartime they can be shot far ahead of the fleet—if necessary 2000 to 3000 miles—and can "spot" the enemy, and then rain destruction with their bombs.

In Touch With Fleet

Keeping in constant communication with the vessels far behind, the huge "airboats" would make possible more effective operations of the U. S. fleet. The enemy would find it difficult to keep U. S. warships "in the dark" regarding its movements.

In addition to Consolidated's 110 patrol bombers, 66 more are contemplated for construction in the near future. With all its building of cruisers, destroyers and submarines, the Navy has not forgotten that defense from the air is essential.

Vision Early Use Of 75-Ton Planes

S.D TRIBUNE 11-3-36

Within two years, production of 75-ton air cruisers will be a reality, according to a prediction made by Lt. Comdr. Emile Chourre, inspector of naval aircraft at Consolidated, and veteran navy pilot.

Now in construction, the patrol bombers for the navy weigh 13 tons. The Pan-Amreican transpacific clippers, however, tip 25 tons with their pay loads, and the Boeing plant already is building a 40-ton air boat.

American aircraft manufacturers now are preparing plans and specifications for 50-ton flying ships. When in the water the planes literally are ships. They are classified as steamships under the United States Steamboat Inspection service and come under the regulations governing world shipping.

Fitted out almost exactly as an ocean liner, the huge air boats are equipped with fog horn, anchor, running lights, engine room telegraph from pilot to engineer compartments and even bilge pumps.

With the increase in size of the flying boats comes also increase in speed, said Chourre. From 60 miles an hour, the cruising speed now has reached 160, and within a year, aeronautic experts feel sure that 200 miles on hour will be average.

NAVY GROUP OFF TO FLY CRAFT TO HAWAII

S.D. TRIBUNE 11-3-36

To ferry the navy's new Consolidated patrol bombers to Hawaii, 31 officers and men today were to leave the air base at Honolulu for San Diego. The six officers and 25 enlisted men will sail from Pearl Harbor aboard the U.S.S. Bushnell Saturday, according to news dispatches received here. The ship is due here Nov. 14.

Two transpacific flights will be made, the first scheduled for late December. This will be the second time that planes will have been sent to Honolulu under their own power. January will see the last group crossing the Pacific.

But two San Diego-based cruisers, the Concord and Cincinnati, will participate in the San Francisco bridge dedication ceremonies beginning Armistice day, Nov. 11. They will leave here Nov. 9 and return Nov. 18.

Other Armistice celebrations slate the U.S.S. Trenton and Marblehead to leave here Nov. 9 for Santa Barbara, returning Nov. 13; U.S.S. Richmond away from Nov. 9 to 13 at Hermosa Beach, and the Milwaukee at Venice for the same period.

Operations order for the U.S.S. Brazos received at naval headquarters here today calls for: Return to San Diego after repairs at Mare Island navy yard are complete (ship now en route to the yard); military inspection at San Pedro Dec. 1, following which departure, for Pearl Harbor the same day, with a load of fuel oil; return to San Diego via San Pedro, due here Dec. 22.

S.D. UNION 10-29-36

AIR LEVIATHANS OF FUTURE SEEN BY VETERAN PILOT

A prediction that air cruisers within the next two years will be more than six times greater in tonnage than the 13-ton air boats being built by the Consolidated factory at Lindbergh field for the navy, was made to the Ad club yesterday by Lt. Comdr. Emile Chourre, veteran navy pilot. Chourre is inspector of naval aircraft at Consolidated.

Chourre said that transpacific Pan-American Clippers, with their pay loads, now weigh 25 tons. The Boeing plant is building a 40-ton air boat and plans and specifications are now being prepared by American aircraft manufacturers for leviathans of the skies exceeding 50 tons. He said the speed of these flying boats has increased from 60 to 160 miles an hour and asserted the 200-mile-an-hour record will be reached within a year.

The naval flier gave an interesting description of the construction characteristics and functions of the air boats now being built by Consolidated for the navy.

Chourre said the air boats, when in the water, literally are steamboats, are classified as such under the U. S. Steamboat Inspection service and are amenable to the international rules and regulations governing world shipping. He said these air cruisers are fitted out almost precisely as an ocean liner, with anchor and running lights, fog horn, anchors, engine room telegraph from pilot to engineer compartments, and even a bilge pump.

Among guests of honor at the luncheon were Col. Jacob Wuest, commander of Rockwell field, and Edgar Gott, assistant to President Reuben Fleet of Consolidated. Kenneth Flood gave the three-minute Ad Pointer talk. Arnold Klaus was chairman. President A. C. Acason presided.

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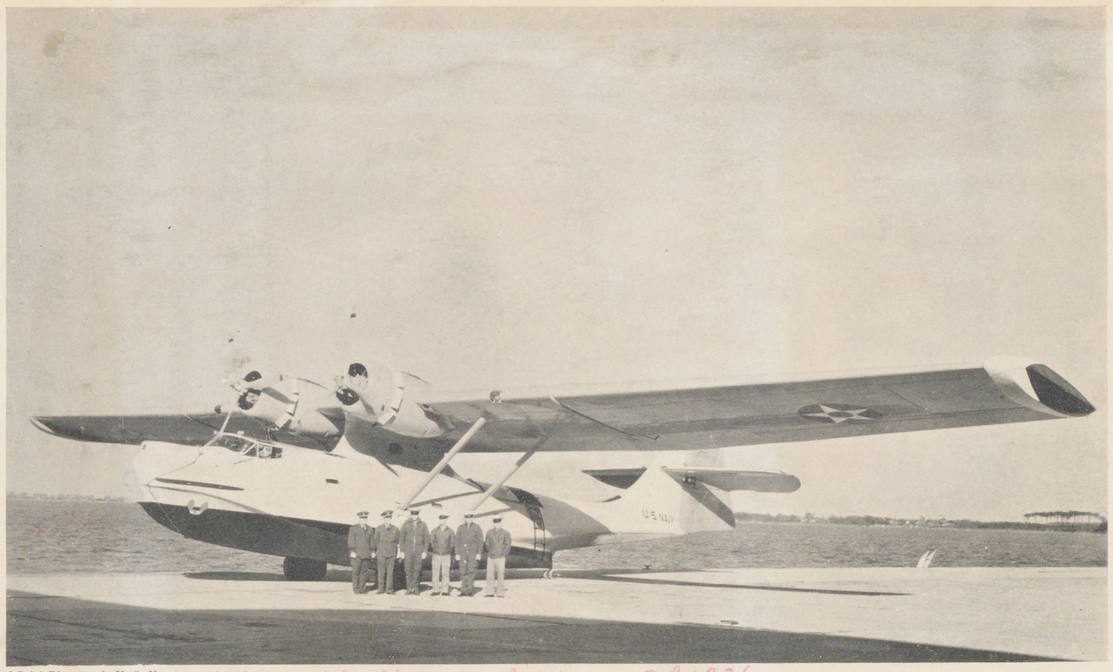

Official Photograph, U. S. Navy

U.S. Naval Institute Proceedings Oct. 1936

XP3Y-1 WITH CREW

This naval patrol plane in October, 1935, broke the world's nonstop air line and broken line distance records while being ferried from Fleet Air Base, Coco Solo to San Francisco, California.

Service Plans U.S. Naval Inst. Proceedings Oct. 1936

Aviation, August.—The Navy seems to be going in for bombers. In June 191 dive bombers and scout bombers were ordered from Curtiss, Northrop, and Chance Vought. Than last month came an order for 50 flying boat patrol bombers (VPB) at a total cost of $4,898,000. It went to Consolidated Aircraft, already building 60 of the XP3Y type flying boat for the Navy. Engine installations for the new flying boats have not yet been specified by the Navy.

At San Diego the men, comprising 6 complete crews of Squadron VP-6 at Pearl Harbor, will wait completion of the new PBY planes at the Consolidated Aircraft Co. works and after taking delivery of the ships engage in several weeks of training routine, preparatory to the flights for Hawaii.

The ships will come in groups of from 3 to 6, it was announced yesterday. Lieutenant Commander Henry M. Mullinnix, executive officer at the fleet air base, said that the number of the groups to be ferried over the sea will be dependent upon the rate of delivery.—*Honolulu Advertiser.*

Aviation Pioneer Flys Here, Shakes Hands, Then Hops Off

S D SUN 11-15-36

Andre A. Priester, a Dutch-born engineer who today is one of America's most important aviation figures, paid a flying visit to San Diego yesterday.

The chief engineer in charge of operations for Pan-American Airways flew here from Los Angeles in the morning, visited old friends at Consolidated Aircraft Corp., was escorted through the plant, and returned by plane to Los Angeles in the afternoon.

One of the original group whose imaginative genius conceived the far-flung system operated by Pan-American Airways today, Mr. Priester believes that the United States will never take over his company's service in time of war.

"Ours is a purely commercial venture," he said, "and will never be used for military purposes. I think the Navy will be able to patrol the Pacific adequately with its new Consolidated flying boats."

Mr. Priester joined Pan-American Airways in 1927, and helped map the first "daring" flight of the line, over 80 miles of water from Miami, Fla., to Havana. The trip was made in a three-motored Fokker land plane. "It just had to get across," he commented. "There was no stopping along the way for that plane."

On his recent flight from Manila to Alameda aboard the Philippine Clipper, Mr. Priester was a fellow passenger of Scripps-Howard's record-breaking air traveler, H. R. "Bud" Ekins.

12-PLANE FLIGHT SAN DIEGO-HAWAII STUDIED BY NAVY

S.D. UNION - 11-10-36

Possibility that the proposed mid-December flight of six Consolidated air cruisers from here to Hawaii will be postponed until the delivery of an additional six seaplanes early in January, when the entire 12 ships will hop on a non-stop flight to Pearl Harbor, was expressed yesterday in local naval circles.

Final decision will be made by Rear Adm. Ernest J. King, fleet patrol wing commander, upon his return here from Hawaii aboard the flagship Wright Nov. 24. By delaying the December flight until all 12 planes have been delivered only one series of patrol craft will be required.

The original plans of Adm. King called for six air boats to take off from here about Dec. 15 and the second squadron Jan. 15.

Lt. Comdr. William V. McDade and seven naval aviators from the Pearl Harbor base are at the Naval Air station checking and testing the two Consolidated air boats recently delivered to the navy. Should the flight be postponed until January a second group of naval fliers from Pearl Harbor will be sent here to assist in ferrying the 12-plane squadron to Hawaii.

S.D.SUN

Consolidated 5 Seeking Games

The Consolidated Aircraft Wings today issued a challenge for basketball competition, aimed at service clubs or other organizations.

Any team interested in meeting the Wings may make arrangements by calling Dave Bomberger at the City Y. M. C. A.

ILLNESS FATAL TO AVIATION PIONEER

S D SUN 11-20-36

A pioneer in the aviation industry died yesterday. J. C. Rombach, personnel director at Consolidated Aircraft Corp., succumbed in Mercy hospital. He had been ill nearly a month. He was 58.

Mr. Rombach was born in Guelph, Ont., Canada. He entered the aviation industry in 1913 when he became associated with Glenn L. Martin in Los Angeles. Mr. Rombach is survived by four sisters: Mrs. Bertha Collins, Mrs. Louise Hallman, Mrs. G. Loepere and Miss Loretta Rombach, and a brother, Joseph Rombach, all of Buffalo, N. Y. Funeral arrangements are being made with the Johnson-Saum mortuary.

ARMY BACKS MIDWAY ISLE FORTIFICATION

Six Navy 'Airboats' Ready For Mass Flight To Honolulu

S.D.SUN 11-14-36

The Army today joined the Navy in plans to fortify the bleak Pacific outposts west of Hawaii into impregnable links of U. S. military defense.

Recommendation by Maj. Gen. Edward M. Markham, chief of Army engineers, that seaplane basin be constructed at Midway basins be constructed at Midway and Wake Islands again focussed attention on the role U. S. insular possessions may play in future conflict.

Mass Pacific Hop

Within a month, six giant Consolidated Aircraft Co. "airboats" will soar to Honolulu from San Diego to form the nucleus of the Navy's first squadron capable of patrolling the 3000 miles of ocean wastes from Hawaii to Midway and on to Wake Island.

Gen. Markham's recommendation was made yesterday to the chairman of the House Committee on Rivers and Harbors, urging that Welles Harbor, Midway Island and the Wake Island harbor be improved to provide seaplane basins at a cost of $1,500,000, United Press reported from Washington.

Navy Eyes Clippers

Midway Island at present is a regular stop on the trans-Pacific route of Pan-American Airways, the operation of whose clipper ships have been officially observed recently by Capt. Arthur L. Bristol, commanding officer of the Naval Air Station here, and Lieut. (jg) L. O. Mathews Jr. of Honolulu's Squadron VP-6, which will have custody of the new Consolidated "airboats."

The proposed harbor facilities are ostensibly for commercial purposes only, mainly to assist the maintenance and servicing of the Pan-American Airways' big "clipper ships." Military and naval officials, however, readily admit the improved harbor facilities would be of great value to national defense in event of war in the Pacific.

PLANES MAY USE TRACK TAKE-OFF

Seattle Times-11-8-36

SAN DIEGO, Calif., Saturday, Nov. 7.—(UP)—The newest advance in aviation progress, and one which may prove a major boost to commercial flying, is one which the brothers Curtiss and Orville Wright, pioneers of flight, experimented with in their first crude, kite-like planes.

It is the "railway takeoff," a system whereby either a land or sea plane may rise into the air by scooting along on a speed railway carriage until it reaches flying speed. The carriage is released as the plane takes to the air, stopping by automatic brakes.

Advantage claimed for the system are increased lifting power, quicker and safer take-offs and comparatively danger-free take-offs under adverse weather or water conditions. Engineers have estimated a plane's safe lifting power could be increased by as much as 38 per cent by use of the track.

W. B. Wheatley, chief test pilot for Consolidated Aircraft Company, recently successfully tested for what is believed to be the first time, a track take off device constructed from an old railway handcar.

Light Biplane Used

Wheatley and his associates Engineer I. M. Laddon and Major R. H. Fleet, built a steel superstructure on the eight-foot-long handcar upon which the plane would rest. A small tubular-steel framework was attached to the underpart of a light biplane which would rest on the carriage.

With Wheatley at the controls, the plane rolled down a regular railroad right-of-way until it had reached a speed of sixty miles an hour. The pilot then pulled the ship into flying position and took off early. The run, about 400 feet, was shorter than that usually required for the same plane.

The only mishap to mar the first experiment was the wrecking of the carriage after the takeoff when an automatic braking device took hold too quickly and derailed the car. It is planned to construct a new one built especially for the plane experiments.

Wheatley is confident the railway takeoff will be adapted for huge planes. Such planes, he pointed out, require an exceedingly long run to take off when heavily loaded. Too, their load is definitely limited by the amount they can lift from the ground, which usually is considerably less than that which can be sustained after the plane is once in the air.

Safety Factor Considered

A railway takeoff, he said, would eliminate uncertain factors such as ground conditions or rough water. He pointed out also that a plane on the railway carriage, with the tail held high and the wings level, would be under better control at low speeds. The wings would not be slanted into flying position until the necessary speed for flight was reached.

Of the safety factors in the method, Wheatley said:

"Due to the 'no-lift' attitude of the plane during the takeoff run, and the positive directional guidance which the tracks give, and the surplus speed and excellent control which exist when the pilot elects to lift from the carriage, it is less important that the plane head directly into the wind when using this device than when conventional takeoffs are attempted.

"Fatal crashes have resulted from inability to control planes during the start of their takeoffs."

Details To Be Worked Out

At the end of each length of track, Wheatley said, suitable anchoring means would be provided to hold the planes while the motors were warmed, and also a quick-release mechanism provided to allow the ship to start with motors at full throttle.

"A study of the advantages to be derived from using this device for the launching of a modern air boat reveals that approximately 38 per cent more gross load may be launched safely than could be taken off from the surface of the water under conditions of no wind. If this additional load was used to carry more fuel and oil, the range of the plane would be approximately doubled," Wheatley said.

The railway carriage, according to the designers' plans, would be fitted with means for cushioning the plane against vibration or bumps in the track. Various types of carriages would be provided for different type ships.

The tracks themselves, it is planned, would be constructed level with the airport surface and would not interfere with conventional takeoffs.

NAVY CLIPPER PILOTS DUE AT S. D. SCHOOL

S.D.SUN 11-11-36

A group of six Navy officers and 25 enlisted men scheduled to arrive in San Diego this week from Honolulu will be the second "class" of flying corps members stationed at San Diego to learn the intricacies of the Navy's new clipper-type bombers, naval officials said today.

Sixty of the huge, twin-motored flying boats, designated PBY-1, are now under construction at the Consolidated Aircraft corporation plant. Only one has been completed to date but it is expected that six will be ready sometime in December and that they will take off for Pearl Harbor air station soon after the first of the year.

The Navy also has contracted for 50 PBY-2 flying boats, a later model, which will be constructed next year according to present plans and will provide the Navy with a fleet of 110 of the clipper-type bombers which will be stationed at various bases throughout the world.

Tentative plans are to assign a crew of five or six men to each plane.

Comdr. Kneffler McGinnis, in an experimental model of the plane, last year flew from Norfolk, Va., to San Francisco via Panama. He made the 3387-mile flight from Panama to San Francisco in one hop, establishing a world's record for a non-stop flight by seaplanes.

The group of flying corps members enroute here will join a class already receiving instruction at the Consolidated plant and the air station here.

Lieut. Comdr. William M. E. McDade explained that instruction is necessary because much new and unfamiliar apparatus is installed in the planes.

The men will be instructed in operation and maintenance of the clippers, will watch the planes being built and will fly the one already completed and the two expected to be finished this month.

When the first six have been delivered, expected to be sometime in December according to Lt. Com. Emile Chourre, Navy inspector at the Consolidated plant, they will be taken on several "shake down" flights to test them and put them in condition. They are tentatively scheduled to take off for Honolulu shortly after January 1, 1937.

The second group of six planes is expected to be completed about two months later and will be flown to Honolulu by the group of officers and men who will arrive in San Diego soon.

PIONEER AIRCRAFT LEADER EXPIRES OF LONG ILLNESS

S.D. UNION-11-19-36

J. C. Rombach, 58, pioneer in development of aircraft manufacturing and for several months personnel director of the Consolidated Aircraft Corp., here, died yesterday at a local hospital after nearly a month's illness.

Born at Guelph, Ont., Can., he began his plane building experience by becoming associated with Glenn L. Martin, in Los Angeles, in 1903. He remained with the Martin organization many years.

He later was factory superintendent of the Fairchild division of Aviation Corp., and went from that post to the Douglass Aircraft factory. He left the Douglass organization last spring to come to Consolidated. He was widely known in the aviation industry.

Surviving him are four sisters, Mrs. Bertha Collins, Mrs. Louise Hallman, Mrs. G. Loepere and Miss Loretta Rombach, and a brother, Joseph Rombach, all of Buffalo, N. Y.

Funeral arrangements will be announced later by Johnson-Saum.

Consolidated Wins $6,056,500 Plane Order

S.D. UNION-11-18-36

NEW AWARD FROM NAVY TO S. D. FIRM

Contract Brings Total of Bombing Craft to Be Built Here to 176; Ships To Have 104-Foot Span.

Award of a $6,056,500 contract for the construction of 66 patrol bombing planes for the navy to Consolidated Aircraft Corp., announced yesterday in Washington, assures the 3300 employes in the big plant here of continuous employment well into 1938, company officials said yesterday.

The new contract is the third awarded the company for construction of the PBY type airboats, bringing the total number of ships to be constructed here to 176.

Will Be 64 Feet Long

The air cruisers each will have a wing span of 104 feet, e length of 64 feet and will be 18 feet high, according to information made public yesterday by the bureau of aeronautics. Each of the big flying boats will be powered with two Pratt & Whitney motors. They will be of the monoplane type and will be based at Pearl Harbor, Panama and here.

Maj. Reuben Fleet, president of Consolidated, has been in Washington since Nov. 1, negotiating the new contract, which brings the total contracts awarded here close to $18,000,000.

Award of the new contract, it was stated, indicates the navy's satisfaction with the ships which have been delivered already and which have been undergoing rigorous tests by naval pilots for the last several weeks.

Little Staff Increase

"Although award of the contract assures us of capacity operation for some time to come it does not mean that we shall add any large number of new employes," an official of the company said last night. "We are now operating with a full staff of mechanics and technicians, who are assured of continuous employment by the new contract."

The new contract, in common with the previous awards at Consolidated, comes under the Vinson act governing naval building expenditures, passed in 1935. Under the act, profit on naval contracts is limited to 10 percent.

In enforcing the act, government officials have established a system of auditing of the books of firms operating under naval contracts. When the auditing system discloses a profit of more than the allowable 10 percent, that amount is returned to the federal treasury. Contractors who bid in jobs at a loss, however, receive no compensation for their mistake.

COMPANY DELIVERS THIRD BOMBER

SD TRIBUNE-11-12-36

Flying boat No. 3 was delivered to the navy by Consolidated Aircraft Corp. early today. Towed across the bay from the unfinished ramps at the south end of Lindbergh field, the big patrol bomber was turned over to a test squadron upon reaching North Island Naval Air station, Capt. Arthur L. Bristol, commanding officer, reported. Exhaustive trials on the first PB-Y delivered last month have been completed by test pilots, and the second is well through its initial grooming. Racing against contract-time to complete the 60-odd ships for the navy, Consolidated has Nos. 4 and 5 nearly ready for delivery.

CONSOLIDATED'S 66-PLANE JOB SPURS ACTIVITY

Plant Assured Full Time Operation Until 1938 With Navy Job

S.D. SUN-11-18-36

More than three thousand workmen at Consolidated Aircraft Corp. today buckled down to their tasks with renewed vigor as the U. S. Navy's third "airboat" contract—for 66 more planes—assured the plant of capacity operations until well into 1938.

Awarded yesterday on Consolidated's low bid of $6,056,000, the planes will be similar to the 110 airships in the first two contracts though possessing minor refinements.

176 Ships Under Way

The contract boosted to 176 the total number of patrol bombers Consolidated is manufacturing for the Navy. These planes, although of one general design, are of three types, known as PBY-1, PBY-2 and PBY-3. Separate contracts calling for 60, 50 and 66 "airboats," respectively, were awarded to Consolidated, which now has approximately $17,000,000 in Navy work outstanding.

In addition to the 176 "airboats," spare parts equivalent to 35 more planes will be supplied the Navy.

Hawaii Test Hop Due

Three of the new patrol bombers have been completed by Consolidated and have been delivered to North Island, where the Honolulu air squadron VP-6 is preparing to fly them from San Diego to Pearl Harbor next month.

The 176 patrol bombers, with a cruising range exceeding 3000 miles, will be used to fortify Pacific defenses, particularly at San Diego, the Canal Zone and Hawaii.

Purchase of these planes is in response to the plea of Rear Adm. Ernest J. King when he was chief of the Bureau of Aeronautics that new aircraft be obtained to replace obsolete equipment. The "airboats" will now come under the jurisdiction of Adm. King in his capacity as commander, Aircraft Base Force.

Consolidated Aircraft Co. officials today declared that no additional personnel would be required for the fulfillment of the new contract.

Consolidated Progress

In San Diego's roster of industrial concerns, brightest gold star is attached to the name of Consolidated Aircraft Corporation. Adjoining Lindbergh Field and within sight of the Navy's great San Diego station, Consolidated last week reported a backlog of orders totaling $19 million, announced it was assured of work for its 3500 employees (largest number in San Diego) for over a year.

Last week Consolidated made news by the placement in its hands of a new order for 66 patrol bombing air boats by the Navy, bringing the total number of these boats to be delivered by Consolidated to the Navy to 116. The new award has a value of $6,056,500.

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NEWS REVIEW 11-22-36

Wednesday, November 18, 1936

S.D. SUN

$6,056,000 For San Diego

SAN DIEGO may rightfully share congratulations with the Consolidated Aircraft Corp. on its landing of a new $6,056,000 contract to build 66 more Navy patrol "flying boats." We deplore war, and the necessity of war; but we are strong for adequate naval defense in these ominous times, and we are glad that some of the work of equipping the Navy has come to San Diego in the form of this contract.

The several hundred employes of the local company are guaranteed a continuation of employment, which is highly desirable and which will help further to stabilize the local employment situation. The company has explained the new contract will not mean any further expansion in personnel—it merely lengthens the outlook for employment for those already on the payrolls.

We are glad to know that this huge contract, in common with all Naval construction contracts let since the 1935 session of Congress, falls within the scope of the Vinson Act. This act limits the profit on any contract to 10 per cent. Anything over 10 per cent as determined by government audit, must be returned to the United States Treasury—which means, returned to the people of the nation who pay the bills for armaments. If a company fails to make a profit, that is the company's hard luck.

We presume the company will see to it that its workmen get their fair share of the profits, if any, accruing from this gigantic order. Most of the money will go for labor. And most of it will remain in San Diego. The community is certain to feel the effect of the distribution of so substantial a sum.

U. S. BUYS 66 PLANES

Bomber Contract Awarded by Navy

A contract for 66 patrol bombing planes, at a price of $6,056,500, has been awarded to the Consolidated Aircraft Corp., San Diego, the Navy Department announced yesterday.

Consolidated was low bidder among three aircraft manufacturers for the planes. Other bidders were the Glenn L. Martin Aircraft Co., of Baltimore and the Douglas Aircraft Co., Santa Monica, Calif.

NOV 20 1936

Wash. D.C. Herald 19 Nov. 1936.

TOTAL BOOSTED BY BIG NAVY PLANE ORDER

11-18-36

S.D. TRIBUNE

Award of a $6,056,500 contract for 66 navy patrol bombers to Consolidated Aircraft yesterday brings the total number of the big flying boats being built here for the navy to 176, and total contracts awarded to $18,000,000. Powered by twin Pratt & Whitney motors, the PBY type airboats have a wing span of 104 feet, are 64 feet long and 18 feet high. They are to be stationed here, at Pearl Harbor and at Panama. Four already have been delivered to North Island and are undergoing rigid tests preparatory to being flown to Pearl Harbor from the Pan American airways base at Alameda in January.

Although present employes at Consolidated are assured of continuous employment well into 1938, company officials say, there will be little increase in personnel. Under the Vinson-Trammel act of 1935, the new contract and those previously awarded are limited to a 10 percent profit, anything over that being returned to the federal treasury, according to a government auditing system.

SIX MILLIONS, S. D. PLANE ORDER

D. TRIBUNE-11-17-36

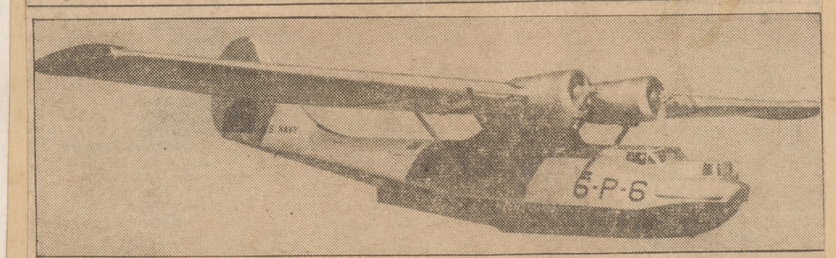
WASHINGTON, Nov. 17 (A.P.)—The navy awarded today a $6,056,500 contract to the Consolidated Aircraft Corp., of San Diego, for 66 patrol bombing planes. Speed, range and other specifications were withheld by the navy.

Consolidated Wins Six Million Job

S.D. SUN 11-17-36

WASHINGTON, Nov. 17.—The Navy Department today announced award of a contract for $6,056,000 for 66 patrol bombing planes together with spare parts from the Consolidated Aircraft Corp., of San Diego.

New Navy Planes to Hop Pacific



This is one of the latest in Navy patrol planes, half a dozen of which will hop off from the West Coast next month, bound for Honolulu, T. H. Officially known as the PBY-1, this plane has wing tip floats, which are calculated to speed up the craft and cut down wind resistance. Old types at the Fleet Air Base at Pearl Harbor, T. H., will be replaced by these latest ships.
—Official Photograph, U. S. Navy

66 NAVY BOMBERS AWARDED ON LOW CONSOLIDATED BID

S.D. SUN 11-17-36

Consolidated Aircraft Corp. today was awarded its third Navy contract—for the construction of 66 "flying boats" at a cost of $6,056,000, the United Press reported from Washington.

By underbidding Douglas Aircraft Co. of Santa Monica and Glenn C. Martin of Baltimore, the San Diego firm thus became one of the country's largest builders of military planes.

176 Ships Under Way

The contract boosted to 176 the total number of patrol bombers Consolidated is manufacturing for the Navy. These planes, although of one general design, are of three types, known as PBY-1, PBY-2 and PBY-3. Separate contracts calling for 60, 50 and 66 "airboats," respectively, were awarded to Consolidated, which now has approximately $17,000,000 in Navy work outstanding.

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Hawaii Test Hop Due

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The 176 patrol bombers, with a cruising range exceeding 3000 miles, will be used to fortify Pacific defenses, particularly at San Diego, the Canal Zone and Hawaii.

U.S. COAST OPEN TO ATTACK BY AIR, CLAIM

S.D. TRIBUNE 11-11-36

Although comparatively safe from land invasion, the Pacific coast is vulnerable by air, according to Lt. Col. Homer R. Oldfield, member of the Ninth Corps area staff at the Presidio, San Francisco.

"Our best local defense against enemy bombing attacks is three groups of aircraft on the Pacific coast, so powerful that they could follow raiding bombers back to their carriers and then sink the carriers," the veteran officer told delegates at the recent convention of California natural gasoline producers at Los Angeles.

Enemy objectives in southern California would be destruction of petroleum reserves and refineries, aircraft factories and lowering of civilian morale, Oldfield said.

Naval authorities agree that long-range bombing planes, backed up by their carriers and battleships, will play the leading part in future combat. For this reason, the navy already in May will have a total air strength of 1300 planes, and when full treaty strength is reached in the next five years, nearly 2000 will form the U. S. Aerial armada.

In line with the present policy of naval construction and better coast defense, the huge patrol bombers being built at the Consolidated Aircraft Corp. are being rushed as much as possible. These ships will be able to fly nearly 2000 miles out to sea to bomb any enemy approaching the Pacific coast. A recent flight in one of the airboats from Panama to Oakland showed that their cruising range is 4000 miles. That flight covered 3300 miles, and enough gasoline still remained in the tanks for another 1000 miles of flying.

To cover all bets, however, the navy will send two flights of the new planes to Hawaii. With groups of the bombers along the Pacific coast, and squadrons in the Hawaiian island territory, even air invasion of this coast would be very difficult, if at all possible, naval officials believe.

It is significant that massed flight maneuvers under Rear Adm. Ernest J. King, commander aircraft base force, recently centered around possible advance bases between the Hawaiian islands and Midway, and particularly the strategically important French Frigate shoals, 750 miles west of Honolulu. Operations also extended south along the route proposed as an airline from Honolulu to Australia and New Zealand.

HAWAIIAN FLIGHT OF NAVY PLANES MAY BE DEFERRED

SD UNION-11-25-36

Possibility that tentative schedules for the proposed San Diego-Hawaii flight of 12 navy-Consolidated seaplanes, originally planned for the middle of December, may be postponed was seen yesterday by Rear Adm. Ernest J. King, commander of aircraft, base force.

Adm. King returned here from Hawaii aboard the U. S. S. Wright after a training cruise in the islands, during which he watched "interesting and instructive" extended training flights of U. S. naval seaplanes.

"Our original plans were to send the Hawaii flight in two groups of six planes each," Adm. King said last night. "We have not changed those plans, but it is possible that the mid-December date we contemplated for the first group will have to be postponed."

Coincident with Adm. King's arrival yesterday, Consolidated Aircraft Corp. delivered the fourth big San Diego-built flying boat to the North Island officials. The first was turned over for tests several weeks ago.

Fliers from the Hawaiian stations were brought here aboard the Wright to ferry the planes across the Pacific. They will remain at North island until the ships are ready, it was indicated.

Of the activities he supervised in the mid-Pacific, Adm. King said little.

"We would like very much to inform the American public of the work of the naval aircraft divisions," he said. "When we describe these advances for Americans, however, we are describing them for the world at large and I am not at liberty to reveal their nature. They were a part of the fleet training program, however."

Adm. King May Change Plans For Ocean Flight

SD SUN-11-22-36

MORE HONOLULU FLIERS ARRIVE IN SAN DIEGO

Trans-Pacific Hop For Bombers May Be Postponed

With the second detachment of Honolulu's VP-6 Squadron in San Diego to learn the intricacies of the new Consolidated "airboats," plans for flying the patrol bombers to Pearl Harbor today waited the return from Hawaii of Rear Adm. Ernest J. King, commander aircraft base force.

Adm. King is due at North Island Tuesday aboard his flagship, the USS Wright, which with the USS Sandpiper served as floating bases for Pearl Harbor's patrol squadrons in the recent elaborate air maneuvers in the Hawaiian sector.

Arrive On Bushnell

Six officers and 23 enlisted men arrived here last Sunday aboard the USS Bushnell, flagship of the submarine force, which has spent the past few months on maneuvers among the tropical islands.

Four more enlisted men are due to arrive aboard the Wright. The officers are Lieut. R. W. D. Woods, and Junior Grade Lieuts. W. M. Drane, G. L. Heap, R. C. Bauer, J. O. Biglow, and J. A. Murphy.

According to original plans, the initial detachment of VP-6 fliers, which came to North Island last August to acquaint themselves with new "airboats," were to fly the first six Consolidated planes to Hawaii about Dec. 15 and the second group was to "ferry" six more planes in January.

Plans May Change

However, only three of the bombers are completed, and inasmuch as complete testing of each ship as it leaves the factory requires a week to 10 days, this schedule may be altered.

It is believed probable that all 12 planes will be flown to their Pearl Harbor station in one mass flight next January. Adm. King is expected to revise the takeoff dates upon his arrival here.

No Hangar Space

With hangar space lacking for the huge "airboats," they are at present kept outside in a small area which is extremely congested. Naval Air Station officials face a problem in the accommodating of future Consolidated planes as they are delivered.

Lieut.-Comdr. William M. McDade, commanding officer of Squadron VP-6, yesterday said that the "airboats" have been performing excellently in trial hops under all kinds of weather conditions.

May Takeoff at Alameda

Possibility that the takeoff to Honolulu may be made from Alameda bay instead of San Diego is being mentioned at North Island. Because of the heavy fuel load, consisting of full gasoline tanks weighing 10,000 pounds, two barrels of oil and five crew members, a longer takeoff runway may be required than that provided in the local harbor.

Pan-American Airways' facilities may be utilized, should the trans-Pacific flight be started from Alameda.

BOMBER SQUADRON FORMATION O.K.'D

SD TRIBUNE-12-22-36

In line with established policy of bolstering Pacific coast defense, formation of new patrol-bomber squadrons here, at San Francisco, Seattle, the Canal Zone and Hawaii, announced previously in The Evening Tribune, was confirmed by Rear Adm. E. J. King, commander aircraft, base force. Airboats now in service—not the new PBYs—will comprise squadrons VP-16 and 17 at Seattle. The new Consolidated ships will take stations at the other bases mentioned as they are completed and put in service.

Inspiring sight after dreary, rain-swept days: S.D. SUN 12-20-36

Six Consolidated patrol bombers making perfect take-offs from the glistening, quite waters of the bay on a 24-hour non-stop flight last Friday morning.

Navy Plans Mightier Long Range 'Airboats'

San Diego Sun 12-13-36

1910 PLANES BY 1942, AIM OF ADM. COOK

Bureau Of Aeronautics Releases Annual Report

Development of long range patrol planes, more powerful than those being built for the Navy by Consolidated Aircraft Corporation, is one of the principal aims of naval aviation, the Bureau of Aeronautics announced yesterday in its annual report for the fiscal year 1936.

"Patrol planes of increased range and striking power are in prospect," declared Rear Adm. A. B. Cook, chief of the bureau, who recently visited North Island to determine exact need for future expansion.

Rapid Building Of Planes

By 1942, according to Adm. Cook, the U. S. Navy will possess approximately 1910 planes, with present aircraft construction progressing at an unprecedented pace.

In process of procurement or manufacture are airships for the new carriers Yorktown and Enterprise, to be based in San Diego, and the cruisers Vincennes, Savannah, Nashville, Philadelphia and Brooklyn, now under construction.

3 New Patrol Squadrons

In the 1937 appropriation funds have been provided to establish three new patrol squadrons, VP-17, VP-18 and VP-19. Aircraft will also be provided the new cruisers Boise, Honolulu and Phoenix, upon commissioning.

Most important naval accomplishments of the past year were listed by the Bureau of Aeronautics as follows:

McGinnis Flight Hailed

Flight of Consolidated's first "flying boat"—the XP3Y-1, by Comdr. Knefler McGinnis from Naval Air Station, Norfolk to Coco Solo and non-stop from Coco Solo to San Francisco, the latter flight establishing two new international distance records for seaplanes. This plane is now stationed with Squadron VP-11 at North Island.

Beginning of aviation cadet training to meet the shortage of naval aviators.

Navy Acquires Fliers

Transfer of Rockwell Field, San Diego; Luke Field, Pearl Harbor and old Bolling Field, Anacostia, D. C., from the custody of the War Department to the Navy Department.

Authorization for acquisition of site and for construction of a Naval Air Station at Alameda.

Launching of the USS Yorktown.

Delivery of 370 airplanes incorporating advanced performance.

For the coming year the bureau has recommended an increase in tender facilities for "airboats." Assigning of the USS Langley to the Aircraft Base Force is a first step in this direction.

The bureau has asked that necessary addition to facilities at shore stations such as North Island be made as required by increases in number of fleet aircraft.

Naval Air Stations' Expansion Urged

SD TRIBUNE 12-1-36

Increasing congestion at naval air cooperating and repair bases is becoming so serious as to threaten interference with fleet operations, according to the annual report of Rear Adm. A. B. Cook, chief of the bureau of aeronautics.

Cook advocates expansion of the air station here at North Island, and additional shore facilities on this coast and in Hawaii, recommending a construction program that would include housing for personnel, hangars and shops, to be begun immediately.

Future air cruisers of even greater cruising range and striking power than those now being built here for the navy are expected to mark the continuing development of long-range patrol bombers of the PBY-type, Cook believes. He also asks that the navy department provide new aircraft, in general, of the best possible performance and increase the number of the planes to the limit set by the last treaty.

Alameda War Urged

In line with this request is the recommendation to seek funds for development of the Naval Air station at Alameda. Although that base primarily is designed for long range bombing and patrol planes, it is not yet sufficiently developed to accommodate the flight of PBY airboats to Pearl Harbor. This is shown by the fact that preliminary arrangements for the flight, which is expected to be made some time in January, recently were made by Lt. (jg) L. O. Matthews of North Island with Pan-American Airways officials that the navy might use the airways base at Alameda as starting point for the transpacific hop.

Provision of an adequate number of aircraft tenders also was recommended by Cook. This however, already is under way with the remodeling at Mare Island of the carrier Langley, to be used as a tender in the fleet patrol wing.

As outstanding among the accomplishments of the past year Cook mentions the establishment of two world's records for distance and duration flights with the hop to San Diego from Norfolk of the XP3Y-1; training of aviation cadets to meet shortage of naval aviators, and establishment of a Marine aviation field at St. Thomas, Virgin Islands.

KING PONDERS ON S. D. MASS FLIGHT

S.D.SUN——12-3-36

When Consolidated Aircraft Co.'s sixth new "flying boat" is delivered to the Naval Air Station Monday, definite plans for the San Diego-Hawaii mass flight of the huge planes will begin to take shape, Rear Adm. Ernest J. King, commander aircraft Base Force, indicated today.

Adm. King today was not certain whether the 12 airboats assigned to Pearl Harbor's Squadron VP-6, now training at North Island, would make the trip in two sections, as originally scheduled, or in one formation some time in January.

Power Stressed In Big Navy Planes

SD TRIBUNE-12-1-36

By RUSS HAHN

Significant in aviation is the development of more powerful engines, as announced by the Wright Aeronautical Corp. and the Pratt & Whitney Co., when considered in relation to construction of huge navy patrol bombers.

Little is mentioned in the bureau of aeronautics report of the flying boats now being built here for the fleet. The fact that 170 already are contracted for and recommendation made for continued construction, however, shows that the fast long-range ships are regarded not only valuable as navy scouting units, but tremendously important as a striking force should the necessity arise.

Made recently by Lt. Comdr. Emile Chourre, veteran navy pilot, the prediction that airboats within two years will be six times greater than at present rapidly is becoming an actuality. The PBYs now are approximately 13 tons, but the Boeing plant already is building a 40-ton ship, and manufacturers are planning 50-ton flying cruisers.

Engines 1500 H.P.

And, it is said, these huge ships will not have sacrificed speed for size. Being built for Pan-American Airways, the 40-tonners' specifications call for 1500 horsepower engines—four of them. And they undoubtedly will get them.

The Wright Co. already has sold to Transcontinental and Western Air 41 Cyclone engines capable of developing 1205 horsepower. In daily use, these giants must deliver 1100 horsepower to the propellers at the take-off. Contracted for recently by United Air lines, the new Douglas ships are powered by Pratt & Whitney twin row Wasp radials that put out 1000 horsepower at take-off, and develop more than 1100 horsepower.

The one factor that has been the biggest hindrance in development of huge airboats—powerful enough motors—seems to be conquered, proving the contention made years ago by Wilbur Wright: "Give me enough power and I could fly a barn door."

According to builders of the aircraft, 100-ton ships today would be practical if the engines were obtainable. However, only a year ago, the engines that today sing their song of sustained power over thousands of miles of open sea, in the Hawaiian Clipper ships, for example, were non-existent, and there was no hope of obtaining them.

Size Increases

Ten years ago the Cyclone engine which produced but 500 horsepower looked almost the same as the modern motor which unleashes 1205 horses. So small, in relation to the increased power, has been the increase in size. The Cyclones are said to be the lightest engines for the power they develop in the world.

Identical with the problems of commercial air lines is the navy's increase in the territory to be covered by their big airboats. Although originally intended to be used along the Pacific and Atlantic coasts and in the Canal Zone, the big PBYs now will patrol practically the entire Pacific. Twelve of them are to be stationed at Pearl Harbor. This means that with the tremendous cruising range of the ships, Honolulu, Wake Island—2500 miles westward.—Midway island, French Frigate shoals, Kingman reef, and the Aleutian islands all will know the thrum of the twin motors that pull the big birds.

The first line of Pacific defense, by the patrol bombers, will be pushed 5000 miles from the mainland coast. Load capacity of the airboats is so great that bombing expeditions to objectives 1500 miles away, and return, easily could be accomplished.

With eagle eyes the navy high command is peering into the future as plans are made for the navy itself to do some engine development in its Philadelphia plant, and not entirely with gasoline motors. Perfection of Diesel airplane engines is rumored to be one of the major projects which navy designers will undertake.

Slow Delivery Of 'Airboats' Delays S. D.-Hawaii Flight

S. D. SUN —— 11-24-36

Adm. King Returns From Island Maneuvers, Disappointed To Find Only Three Bombers Ready

Plans for the San Diego-Pearl Harbor flight of six new Consolidated patrol bombers, originally scheduled for Dec. 15, face possible revision, Rear Adm. Ernest J. King, commander Aircraft Base Force, announced today upon his arrival from Hawaii aboard his flagship USS Wright.

Delay in delivery of the big "airboats" may cause a change in the takeoff date, Adm. King said.

"I had expected to find six of the bombers completed upon my return. I see there are only three ready and although all the personnel for the transpacific flight is at North Island, our flight plans depend on the speed of future deliveries," he said.

Praises Air Drill

Adm. King characterized the air maneuvers of 40 patrol planes in the Hawaiian sector as one of the most successful ever undertaken. The Wright and the Sandpiper, which arrived in the harbor several hours later, acted as base ships for the Pearl Harbor squadrons.

Adm. King today conferred with officers of Pearl Harbor's Squadron VP16 which will fly the first 12 patrol bombers to be completed by Consolidated across the Pacific.

S. D. Carrier To Sail

The next major air maneuvers will be held February in the Canal Zone, with planes from the Coco Solo air base and east coast squadrons participating, Adm. King said. One aircraft tender from San Diego will be dispatched to southern waters.

One of the Navy's intentions in the strengthening of its aerial forces is the development of efficient bases at San Francisco and Seattle, in addition to San Diego, according to Adm. King.

FLIGHT DATE CHANGE SEEN

SD SUN 12-8-36

Possibility that the San Diego-Hawaii mass flight of Consolidated "airboats" may be postponed beyond Jan. 15, the present tentative date, was seen today.

With Honolulu's Squadron VP-6 today in possession of its sixth patrol bomber, Lieut. Comdr. Emile Chourre, inspector of naval aircraft at Consolidated Aircraft Corp. indicated that the remaining six to be assigned to the squadron would probably be delivered by mid-January.

The requirements of testing the huge "airboats" will normally take another week to ten days, thus possibly delaying the flight, if Rear Adm. Ernest J. King decides to send all 12 at once, to on or about Feb. 1.

Adm. King said he had as yet made no definite plans regarding the longest trans-ocean delivery flight of new planes in the Navy's history.

CRAFT DELAYED; NAVY SEA HOPS 'INDEFINITE'

S.D TRIBUNE 11-24-36

Delay of Consolidated Aircraft Co. in delivery of the big PBY-type airboats to the navy is one of the chief reasons why plans for the transpacific hop of 12 of the ships can not be definitely announced at present, according to Rear Adm. Ernest J. King, commander aircraft, base force, who arrived this morning aboard his flagship, the U.S.S. Wright from Hilo, Hawaii.

King said that as originally planned, two flights were to be made to Pearl Harbor, one next month and the other in January, with six planes in each flight. However, only three of the new ships have been delivered to date, and even if the other three are completed within the next week or two, time required for naval tests would not permit a transpacific flight in December.

All At S. D. Base

Whether one flight of six ships will be made in January, or the flight of the entire 12, as has been reported, was not stated by King. He said he would have to consider local conditions before making a definite statement.

Sixty-one officers and men of Pearl Harbor squadron VP-6 who will make the flight are at North Island. The big airboats take a full crew of six men each, making a total of 72 to ferry the ships to their base. King did not say whether the planes will be fully manned.

"The recent flight maneuvers in Hawaiian waters were quite successful and instructive," he said. "Forty ships participated."

LARGER S. D. NAVAL AIR STATION URGED BY AERONAUTICS CHIEF

S.D.UNION-11-23-36

Congestion at aircraft operating and repair bases is becoming increasingly serious and requires prompt provision for expansion of existing facilities at Naval Air station here and for additional shore facilities in the Pacific northwest and in Hawaii, Rear Adm. A. B. Cook, chief of the bureau of aeronautics, announces in his annual report.

Adm. Cook states that if interference with fleet operations is to be avoided, a construction program including housing for personnel, hangars and shops must be started without delay.

Of exceptional interest was Adm. Cook's statement that the navy will continue the development and employment of long-range patrol planes of the type now being built for the navy by Consolidated. He intimated that future air cruisers will be even greater in cruising range and striking power than the 170 now being built or contracted for at the Lindbergh field plant.

Improvements Urged

The following recommendations were made by the bureau chief in his annual report to the secretary of the navy:

Make immediate provision of necessary increase in facilities at shore stations as required by the increases in the number of fleet aircraft.

Seek immediate funds for the development of Naval Air station at Alameda which is primarily designed as an operating base for long range bombing and patrol planes.

Provide new aircraft of the best possible performance and increase their number in accordance with the treaty navy program.

Provide an adequate number of suitable tenders for patrol planes. (This program already is underway with the conversion of the carrier Langley to a tender for service with the fleet patrol wing).

Achievements Noted

Among the outstanding accomplishments of the bureau during the fiscal year, Adm. Cook reported, were:

Initiation of training of aviation cadets to meet shortage of naval aviators. A total of 600 will be added to the personnel at North Island during the coming year.

Expansion of the naval aircraft factory for the manufacture of aircraft and aircraft engines in accordance with the Vinson-Trammell act requiring 10 percent of naval aircraft and engines to be built by the navy.

Transfer by executive order Oct. 26, 1935, of Rockwell field, San Diego; Luke field, Pearl Harbor, and Bolling field, Anacostia, from the war department to the navy department, and of the naval dirigible base at Sunnyvale from the navy department to the war department.

Launching of the aircraft carrier Yorktown, the first of three new carriers which are to be based at San Diego.

Delivery of 370 planes and 468 engines and the overhaul of 544 planes and 1135 engines at naval aviation bases.

Flight of the Consolidated plane XP3Y-1 from Norfolk to San Diego, the flight establishing two world's records for distance and duration.

Establishment of a marine corps aviation field at St. Thomas, Virgin islands.

S. D. AIRCRAFT CHIEFS INVITED TO EKINS TALK

Consolidated Officials Will Be Guests Of Honor

S.D SUN 11-15-36

Officials of Consolidated Aircraft Corp. will be guests of honor at the civic meeting Thursday at which H. R. (Bud) Ekins, Scripps-Howard staff writer, will describe his recent spectacular 18½-day dash around the world via commercial airlines.

The luncheon, in the Pompeiian Room of Hotel San Diego, will be under auspices of The Sun and the Aviation Committee of the Chamber of Commerce. The Rotary Club, with Wilbur Martin as chairman of the day, will be host, and all other luncheon clubs in the city have been invited to attend.

Officials to Attend

Local Consolidated officials who will be guests will include David G. Fleet, assistant to the manager; Gordon Mounce, assistant to the manager; C. A. Van Dusen, works manager; I. M. Laddin, vice-president and chief engineer; C. T. Leigh, vice-president; and Maj. Edgar N. Gott.

Ekins' trip, which was not a stunt, was made to demonstrate that any traveler may now speed around the world by air.

Students to Hear

He will speak Wednesday afternoon at 2:25 before the Point Loma High School students. Thursday morning he will speak at 10 o'clock before San Diego High's assembled student body, and at 10:55 before the Hoover High students.

He will make only one other appearance in California — in San Francisco.

E NOTES S.D.SUN 11-23-36

n Unusual Thanksgiving

LD KEEN

ing Station's "detention camp" get the traditional big feed, but they're also permitted to witness motion pictures on Thursday, Saturday and Sunday nights.

And that's news to a homesick "rookie" whose every joint is aching from vaccinations or long hours of marching on the "grinder."

Of course, they won't be allowed to mingle with those who have graduated from "quarantine." Says the Training Station bulletin: "Usual arrangements will be made for segregation."

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The return of the aircraft tenders USS Wright and USS Sandpiper tomorrow from several weeks' maneuvers with Pearl Harbor plane squadrons is more than an ordinary event.

It will signalize the beginning of actual preparations for another epochal achievement of the Navy—the mass flight of six to 12 new Consolidated "airboats" from San Diego to Hawaii.

Aboard the Wright is the Aircraft Base Force staff, led by Rear Adm. Ernest J. King. Uncertainty of Honolulu's Squadron VP-6 over plans to "ferry" the huge patrol bombers across the Pacific is expected to be dispelled by a pronouncement from Adm. King as to when the takeoff will occur and how many planes will participate in the hop—2080 miles from San Diego, 2280 miles from Adameda along the airlines of Pan-American Airways.

KING PONDERS ON S. D. MASS FLIGHT

S.D.SUN 12-3-36

When Consolidated Aircraft Co.'s sixth new "flying boat" is delivered to the Naval Air Station Monday, definite plans for the San Diego-Hawaii mass flight of the huge planes will begin to take shape, Rear Adm. Ernest J. King, commander aircraft Base Force, indicated today.

Adm. King today was not certain whether the 12 airboats assigned to Pearl Harbor's Squadron VP-6, now training at North Island, would make the trip in two sections, as originally scheduled, or in one formation some time in January.

S.D. SUN 11-22-36

Many Join

Editor, The Sun: I am one of those peculiar humans that believe that an industry is valuable to a community only in proportion to the payroll that it puts out to its employes. The number of dollars invested does not mean much, if the men that actually produce the products are not getting sufficient for their services to buy the necessaries of life. Particularly is that true in the case of a manufacturer of war materials and instruments of destruction.

Working on that basis, we have been conducting an organization drive, with the ultimate goal of getting into a union every man employed in the plant of the Consolidated Aircraft Corporation. We are having phenomenal success as was demonstrated by the meeting held in Hall No. 1 of the Labor Temple on Nov. 10.

At this meeting there was approximately 300 employes of this company, and after having the situation explained to them and showing them what membership in the American Federation of Labor affiliates has done for millions of their fellow workers, particularly in the building crafts in the construction of the Consolidated buildings, we had the pleasure of seeing between 250 and 300 of those men take membership in the International Association of Machinists.

We feel certain that from the enthusiasm that was demonstrated at that meeting that it will not be long before the great majority of the workers in that plant will be in the union. When that has been accomplished, the merchants of the city can put in an additional stock of merchandise, the real estate dealers and building contractors can start proceedings for additional construction, and not of the $1200 to $1800 class, but in the $2500 to $3000 class.

We ask the assistance of every citizen that desires to see working men live decently, those that feel that a workingman's wife and children are entitled to the good things of life. It is our desire to make this a better city in which to live.—A. C. ROGERS.

SUN Other Side 12-24-36

Other Side

Editor, The Sun: It is now time for the people of San Diego to express deep appreciation to the Chamber of Commerce and to Maj. R. H. Fleet for their combined efforts in making the Consolidated Aircraft factory a reality here. It is a San Diego establishment and its benefits to San Diegans, generally, are widespread.

It might be interesting to some people to know that this company owes its success mainly to the untiring, Herculean efforts of Maj. Fleet, its president. He began his industrial career as any other average young man—without any given opportunity to assure his future but with a far-sightedness and fair-mindedness that convinced him that opportunities must be created by the man himself. With this in mind, he served some years in the aeronautics division of the Army and there found the need was great for a suitable training airplane that would stand any knocks and abuse that students might give it.

This was his opportunity. With the very small sum of $25,000 capital and the aid of men he proceeded to design and build a trainer that is still being used today.

That was 12 years ago. Since then Consolidated Aircraft Corp. has grown until it is a 10 million dollar corporation, serving its country and its people, supporting three thousand men and their families—and there is one sustaining intelligence that keeps it growing and that one is Maj. Fleet's. I know of no other organization where the "head" of the company is so much the "head" of the company in fact.

He has always been fair, square and honest with all the men working for him and he helps them, personally, when they need it. They are paid higher wages here than in any other aircraft organization in this country. No man in this plant is paid less than 40 cents an hour and as a man acquires knowledge and experience his pay is raised commensurate with his ability to turn out satisfactory work.

Let us realize in time that Consolidated Aircraft Corp. is an asset to San Diego and show our gratitude to Maj. Fleet and his fine organization by promptly dismissing any unwholesome or undesirable element from its midst.—A. G. ROGERS.

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NAVY GETS READY FOR PLANE FLIGHT TO PEARL HARBOR

S.D UNION 11-23-36

With the arrival here tomorrow from Honolulu of Rear Adm. Ernest J. King, commander of the fleet patrol and bombing wing, final plans for the flight of 12 new Consolidated airboats to Pearl Harbor will be made public. Adm. King is returning from Hawaii aboard the aircraft tender Wright.

Fourteen officers of patrol squadron VP-6 are at Naval Air station awaiting orders to ferry the huge seaplanes from California to Pearl Harbor. The officers include Comdr. W. M. McDade, squadron commander; Lts. Ralph Woods, W. M. Drane, G. L. Heap, J. O. Biglow, J. A. Murphy, R. C. Bauer, W. W. Harvey, G. C. Briant, R. J. Stroh, J. B. Young, C. H. Ostrom, D. B. Brokenshire and L. O. Matthews.

The first detachment of VP-6 personnel arrived from Honolulu in August and the second came from Hawaii on the Bushnell. With the officers are 47 enlisted men attached to the squadron.

Original plans of Adm. King called for six of the planes to be flown to Pearl Harbor Dec. 15 and six more Jan. 15. Only two of the airboats have been delivered by Consolidated to the navy. Although 10 others rapidly are nearing completion, it is reported the December flight will be postponed and that the entire squadron will take off from San Diego or San Francisco bay about the middle of January. This will require only one series of patrol ships along the line of flight.

NAVY MAY USE SAN PEDRO AS AIRBOAT BASE

Capt. Bristol, Comdr. Pownall Survey Reeves Field

S.D SUN 12-14-36

Conjecture as to whether the Navy is planning to utilize Reeves Field amphibian airport on Terminal Island as base for the new Consolidated patrol bombers arose today.

May Expand Reeves Field

Reports from San Pedro indicate that Capt. Arthur L. Bristol, commanding officer of the Naval Air Station at North Island, admitted on his survey of Reeves Field last week that it may provide a base for more than the 112-plane observation wing of the fleet, as originally planned.

Accompanying Capt. Bristol on his visit to Terminal Island was Comdr. Charles Pownall, chief of staff to Rear Adm. Ernest J. King, commanding officer of the Aircraft Base Force, who will supervise operations of the 176 planes comprising the new patrol squadrons.

Spending $600,000

The Los Angeles Harbor Department and WPA are expending $600,000 on the Terminal Island improvement project. Need for hangars to provide plane overhaul facilities may lead to a further expenditure of $100,000, it was learned.

Meanwhile, plans for the trans-Pacific mass flight of 12 of the new Consolidated planes are yet to be formulated by Adm. King. Seven of the huge airboats have been delivered to Pearl Harbor's Squadron VP-6 at North Island, with the remaining five due for completion Jan. 15.

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SERVICE NOTES

Adm. King Ponders Plans For Hawaii 'Airboat' Hop

S.D.SUN By HAROLD KEEN 12-16-36

Original plans to send the first 12 Consolidated patrol bombers from San Diego to Hawaii in two mass flights of six planes each have not been changed, Rear Adm. Ernest J. King, Aircraft Base Force commander, said today.

None of the planes will leave San Diego before Jan. 2, he indicated. Officers and men of Pearl Harbor's Patrol Squadron Six meanwhile are putting the huge airports through exhaustive tests in preparation for the trans- Pacific hop.

Takeoff Date Indefinite

"No definite date for the takeoff has been set as yet," Adm. King said. "Rumors that the flight will start Jan. 15 and will be made in one group of 12 planes are not founded on any official decision. The only certainty at present is that the airboats will not be sent before Jan. 2."

Tentative plans of the Navy were to send the first six planes to Hawaii today and the second six next month. A change was required by delay in delivery.

Eighth Plane Delivered

Meanwhile, production of the huge ships is being speeded up at the Consolidated plant. Today, the eighth of the airboats was to be launched and towed across the bay to North Island.

The event caused a flurry of excitement among owners of small craft in the harbor near the improvised seaplane ramp now being used by Consolidated pending completion of a paved runway to the municipal ramp.

All fishing boats and tiny pleasure cruisers anchored on the shoreward side of the long pipe line extending from the San Francisco Bridge Co. dredger had to be removed to provide free movement for the airboat on its "cruise" to the Naval Air Station. Port Director Joe Brennan and his cohorts spent a frantic afternoon yesterday rounding up pilots of the five dozen vessels and warning them to transfer their moorings, temporarily, to the opposite side of the dredge's pipe lines.

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Epochal Flight Deemed Mere Routine Operation

S.D SUN By HAROLD KEEN 12-21-36

No cheers welcomed crews of the six PBY-1 patrol bombers when they splashed to graceful landings in the harbor Saturday morning.

The 38 officers and enlisted men of Pearl Harbor's Patrol Squadron Six had just completed a 24-hour non-stop endurance test in an apochal mass flight.

Excitement Lacking

But no excitement animated the shoreline observers, from Adm. Ernest J. King to the lowliest seaman who aided in towing the huge airboats up the seaplane ramp. Officially, it was just another routine Navy operation, successfully completed.

In reality, however, it was an important accomplishment. Cruising about for 24 hours, covering 2900 miles with only minor mechanical difficulties, showed that the Consolidated planes could take sustained punishment.

Ran Into Storms

And flying conditions were by no means ideal at all times, according to the pilots. The airboats occasionally ran into small storm areas offshore, and Friday night was one of the darkest in which they had ever been aloft.

It is understood that small adjustments are required and will be made on the planes as a result of this flight. Within a short time, another endurance run will be made as part of the "shakedown" process.

Comdr. William M. McDade and his lieutenants will probably fly the bombers to Hawaii, where they will be permanently based, in mid-January, although the exact date is yet to be set by Adm. King, who is awaiting results of future test flights before ordering the trans-Pacific hop.

Union BOMBER GROUNDED 12-25-36

Crash boats were called to the scene yesterday forenoon when one of the PBY patrol bombers went ashore on Dutch flats, northeasterly from the Naval Air station.

Naval officials reported that the mishap, the first one to involve one of the new type aircraft, apparently resulted from misjudging the taxiing distance of the plane. The 13-ton craft stuck its nose into soft mud, injuring no one and apparently doing itself no damage.

NAVY PLANS NEW PLANE SQUADRONS IN COAST PATROL

S.D. UNION 12-20-36

S. D.-Built Craft Scheduled For Added Units; Six in Cape Flattery Hop Return.

Formation of new patrol plane squadrons here, at San Francisco and Seattle, and in Hawaii and the Canal Zone, was announced last night by Rear Adm. Ernest J. King, commanding the base force aircraft units here.

Establishment at Seattle of the new squadrons VP-16 and VP-17 soon was verified by Adm. King, who stated that flying boats already in service would be used for the two squadrons there. As new boats of the giant PBY type are completed at the local factory of the Consolidated Aircraft Corp., squadrons composed of them will be placed in service at North Island, at the Alameda air base on San Francisco bay, and in the Hawaiian islands and the Canal Zone. The expansion is in keeping with the policy of the bureau of aeronautics to place patrol squadrons at all stategic points.

A 24-hour non-stop flight of six of the new Consolidated boats to Cape Flattery and return ended yesterday when the aerial sextet landed on the bay here, around 9:30 a. m.

The six planes making the flight, reported as a preparatory step to the flight from here to Hawaii early in January, recently were delivered to the navy by the local plant. Officers from Hawaiian patrol squadrons, who came here recently in the U. S. S. Bushnell, have been putting them through their paces and gaining experience in handling the big new planes. The flight which ended yesterday was commanded by Lt. Comdr. W. M. McDade, commanding Squadron VP-6, to which the boats are attached.

S.D.Bomber Planes North On Test Hop

'Shakedown' Cruise Prepares Pilots For Trans-Pacific Flight

S.D.SUN 12-18-36

Six new Consolidated "PBY-1" patrol bombers took off secretly from San Diego harbor this morning on a 24-hour nonstop flight in the first endurance test the huge airboats have undergone.

Their destination, The Sun learned, is Seattle, an airline distance of approximately 1400 miles. Without landing, the bombers will circle about and return to San Diego, arriving here tomorrow morning.

Full Load of Fuel

The utmost secrecy shrouded the airboats' takeoff. Led by Comdr. William M. McDade, commander of Pearl Harbor's Patrol Squadron Six, the planes took on a full load of fuel, consisting of 1600 gallons of gasoline weighing 10,000 pounds and two barrels of oil. Crews of five manned each plane.

Although this was the first time the large planes have taken off with a full load, they skimmed across the water and rose without difficulty. One or two bounded back into the water as they attempted to rise but eventually soared away gracefully.

King Sees Takeoff

So important was this mass flight takeoff deemed that Rear Adm. Ernest J. King, commander of Aircraft Base Force, and his staff, assembled near the seaplane ramp on North Island to witness the start of the flight.

Officers of Patrol Squadron Six who have been assigned ships for the San Diego-Hawaii flight were at the controls of the airboats which followed that of Comdr. McDade.

Circumstances of the takeoff were practically the same as those to be encountered on the departure of these six planes on their trans-Pacific hop to Hawaii next month.

'Shakedown' Test

The round-trip flight to Seattle is part of the "shakedown" the planes are undergoing in preparation for the jump across the Pacific, it was explained.

With a cruising speed of approximately 135 miles an hour, the airboats were expected to complete the 2800-mile trip easily within 24 hours.

They were to keep in constant communication by radio with the Naval Air Station this afternoon and tonight.

Consolidated Aircraft Co. officials awaited the outcome of the flight with great interest today. It was to prove whether the planes will be able to "take it" on the long trip to Hawaii.

That the ships have a cruising radius of more than 30 hours was demonstrated Oct. 14-15, 1935, when Lieut. Comdr. Knefler McGinnis flew from Cristobal harbor, Canal Zone, to San Francisco bay without stopping, an airline distance of 3281 miles.

Plans Flight

With the anticipated delivery tomorrow of the sixth new Consolidated "airboat," Rear Adm. Ernest J. King, commander Aircraft Base Force, above, will be in a position to begin making arrangements for the San Diego-Hawaii mass flight of the huge patrol bombers.

MUST MOVE BOATS TO AID LAUNCHING OF AIRCRAFT

S.D. TRIBUNE 12/15/36

Because the navy refuses to accept delivery on any Consolidated flying boat towed to North Island through the present gap between the Lindbergh field dredger and small craft moored in the shallows farther inshore, the harbor department must change the moorings of nearly half a hundred boats now anchored in the bay between the foot of Ash and the foot of Laurel sts., Joe Brennan, port director, reports.

Since the launching of another of the big PBYs is due at 9:30 a.m. tomorrow, the task must be completed by then. It is claimed, Brennan said, that the space between the dredger in its present location and the nearest boat is too small to permit safe passage for one of the airboats. No estimate was made of the cost to the city of the re-mooring job.

Launching of the patrol bombers on the far side of the dredger's pipe line to avoid towing them around the dredger itself is impossible, Brennan said. The ships cannot get over the pipe across Lindbergh field.

10TH AIRBOAT READY

S.D SUN 12-23-36

Tenth of the new Consolidated PBY patrol bombers was to be delivered to the Naval Air Station this afternoon, and will be assigned to Pearl Harbor's Patrol Squadron Six, which will fly 12 airboats to Honolulu next month.

S.D. UNION-12-24-36

BEACON-LIGHTED CHRISTMAS TREE AT CONSOLIDATED

Entering into the community spirit of Christmas, Maj. R. H. Fleet and the officers of Consolidated Aircraft Corp., have adorned the patio of the big plant with one of the largest and most attractively decorated Christmas trees in the city.

The tree, obtained from Palomar mountain, is 35 feet high. It is painted with seven gallons of aluminum paint and its 500 brilliant-hued electric lights are thermostatically controlled so that they flash like a lighthouse beacon.

Incidentally, the company is celebrating a $17,000,000 Christmas, the largest number of orders for aircraft since Consolidated was organized. The plant now employs 3450 men and women.

3 NAVY BOMBERS TO LEAVE S. D. BASE

S.D SUN 12-22-36

Three Navy patrol bombers will leave North Island for Seattle within the next two weeks to form nucleus for the new squadron, VP-16, which will be commissioned Jan. 2, Naval Air Station officials revealed today.

The aircraft tender USS Thrush was to depart for San Francisco Dec. 26 to act as a plane guard and refueling base for the planes, which will make the trip in two laps. The bombers are to be transferred to VP-16 from other squadrons expecting to receive a quota of new Consolidated airboats.

Hawaiian Hop to Start Soon

Six Navy Bombers at San Diego Poised for Flight in Few Days

L.A. TIMES 12-30-36

SAN DIEGO, Dec. 29.—With their test and shakedown flights completed, six newly-constructed patrol bombers delivered to the Navy here were poised today for a massed flight to Honolulu "sometime after January 2."

This announcement was made by naval officials, who thus far have shrouded in strictest secrecy tests made on the bombers, and who have refused to divulge the starting time of the Hawaiian flight.

Twelve of the huge bombers have been completed and delivered but only six have passed the stringent Navy tests. Naval officials are undecided whether the massed flight will include the entire twelve planes or whether two flights of six planes each will be made.

S.D. SUN 12-31-36

In many ways does the Navy evince interest in the trans-Pacific venture of Pan-American Airways.

Some time ago, Capt. Arthur L. Bristol, Jr., commanding officer of the Naval Air Station, visited Pan-American' Alameda base to study methods of launching the huge airboats on their long hop to Hawaii. Also attracted by their system of sheltering the planes between trips, Capt. Bristol made mental notes for possible future use at the Air Station, the capacity of which is being hard put to accommodate the new Consolidated PBY patrol bombers.

Watch Movements

Further evidence of the semi-official cognizance taken by the Navy in Pan-American is the practice, started recently, of re-rding on dispatches to 11th Naval District headquarters here the starting time of the various clippers on the run from the United States to Hawaii, Midway, Wake, Guam, or the Philippines.

As common as the listings of warships being repaired at Mare Island or Puget Sound Navy Yards, are the dispatches telling of Pan-American plane takeoffs.

Fly Important Route

Possibly the Navy's interest in the airline may arise from the fact that it traverses what is today conceded to be America's most important military frontier. It is the area from the United States to Hawaii and east to Midway, Wake and Guam, soon to be patrolled by the PBY bombers now being groomed at North Island for a January flight to Pearl Harbor.

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HUGE TREE AT PLANE CONCERN

S.D. SUN — 12-24-36

One of San Diego's brightest Christmas landmarks—that's the 38-foot tree set up in the patio of the Consolidated Aircraft Corp. plant.

Bedecked with 500 electric lights thermostatically controlled to keep them blinking day and night, the huge tree scintillates under a seven-gallon coating of aluminum paint.

Three days were required by a crew of men to decorate the tree, according to Ed Gott, assistant to the Major Reuben F. Fleet, president of Consolidated.

Meanwhile, production of the Navy's new PBY patrol bombers is proceeding at the most rapid pace since the contract to construct 176 of the air boats was started. The tenth ship was delivered to the Naval Air Station late yesterday.

HAWAII FLIERS AWAIT WORD TO MAKE LONG HOP

Shakedown Tests For Big Airboats Almost Finished

S.D. SUN — 12-29-36

With practically all test flights of the first six Consolidated PBY patrol bombers delivered to the Navy almost finished, officers of Pearl Harbor's Patrol Squadron Six today awaited the signal from Rear Adm. Ernest H. King to make ready for the trans-Pacific hop to Honolulu.

A spokesman for the aircraft base force today disclosed that the takeoff will take place shortly after Jan. 2 and will probably be made by the same crews which recently conducted a successful 24-hour non-stop endurance flight of the big airboats.

To Make Two Flights

It was believed that the 12 planes which will make up Squadron VP-6, commanded by Comdr. William M. McDade, will make the long trip in two sections. Approximately 60 officers and enlisted men from Honolulu are putting the bombers through shakedown tests daily. No serious flaws have been discovered in the planes which will be capable of patrolling the Pacific from the mainland to Hawaii and east toward the Philippines.

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Takeoff date of the first six Consolidated PBY patrol bombers to Honolulu has been postponed by Rear Adm. King, commander Aircraft Base Force, to "some time after Jan. 10."

Whether the planes will be flown directly to the islands from San Diego or from the Pan-American Airways' base at Alameda, has not yet been revealed by Adm. King, although he admits he has already decided where the flight will start. S.D. SUN 1-5-37

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Argentine Officer Gets Orders to Go Home

SD UNION — 1-7-37

Comdr. Ernesto Massa of the Argentine navy, who has been on special duty at the Naval Air station and the Consolidated Aircraft Corp., since August, 1935, has received orders to return to Buenos Aires. He will leave here Jan. 20, sailing from New York on the steamer Eastern Prince Feb. 6.

Comdr. Massa will be relieved here by Lt. J. C. Bachini.

S.D. SUN ◇ ◇ ◇ 1-13-37

Adm. Ernest J. King, commander Aircraft Base Force, will have very little spare time on his hands for the next two and one-half months.

He is at present in Washington conferring with Bureau of Aeronautics officials on final arrangements for the San Diego-Honolulu mass fights of PBY patrol bombers late this month.

No sooner will this important venture be off the calendar, than Adm. King will prepare for patrol plane maneuvers in the Canal Zone. He leaves for that area Feb. 2 aboard his flagship, the USS Wright, and is scheduled to return March 27.

The far-flung network of aviation bases under Adm. King's command keeps him continually on the go. The chain of patrol squadrons in the Base Force extends from Seattle down the west coast to San Diego and Panama, across the Pacific to Honolulu. And there are some aviation units on the east coast, too, which require attention occasionally.

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TWO NEW AIR SQUADRONS GO INTO OPERATION

Units To Be Stationed At Seattle On Transfer From S. D.

S.D. SUN — 12-31-36

Two new aircraft squadrons will begin their official existence Saturday, Rear Adm. Ernest J. King, commander of base force aircraft, announced today.

Designated as Squadrons VP-16 and VP-17, they will be stationed in Seattle and will each contain a maximum of 12 patrol bombers now being transferred from other squadrons at North Island soon to receive the new long-range Consolidated PBY airboats.

Under command of Lieut. D. C. Allen, VP-17 will be commissioned at North Island at 10 a. m. Saturday in ceremonies presided over by Capt. Arthur L. Bristol, Jr., commanding officer of the Naval Air Station.

Squadron VP-16 will be placed in commission at the same time in Seattle and will be led by Lieut.-Comdr. Carleton C. Champion, Jr., former commanding officer of the San Diego aircraft tender USS Gannet.

Date of the flight to their northern base by the VP-17 planes has not yet been determined, according to Adm. King.

S. D. NAVY PLANES DELAY SEA FLIGHT

S.D. SUN 1-5-37

Flight to Honolulu of six giant new Navy patrol bombers, the first completed under three contracts for 176 of the huge airboats, will be delayed at least until "after Jan. 10," Rear Adm. Ernest J. King, commander of Base Force Aircraft, North Island, said today.

"Nothing will be done until after Jan. 10." King said. Whether the planes will fly directly to Pearl Harbor from San Diego or go to Alameda first, has not been decided.

Ten of the new planes, said to be the most advanced of their type in the world, have been delivered to North Island, but only six will make the first flight.

NEW NAVY PLANES END TEST FLIGHT

S.D. UNION — 1-17-37

Ending the second over-night practice and performance flight of the navy's big new patrol planes, six of the planes, under command of Lt. R. W. Woods, landed here around noon yesterday.

The planes, built at the Consolidated plant here, took off early Friday afternoon, and spent the time flying back and forth in the San Diego-San Pedro area. They are a part of the group of 12 patrol planes which will take off from here in the near future on a non-stop flight to their future base in the Hawaiian islands.

PILOTS TRAIN FOR BIG NAVY SEA HOP

S.D. TRIBUNE 12-29-36

Arrival at Pearl Harbor of 12 new long-range patrol bombers, 10 of which have been delivered to the navy by Consolidated Aircraft, will give the navy its first opportunity to complete a survey of the theoretical patrol line from Guam to Alaska, the Associated Press reports. Although definite information on the mass flight is withheld by Rear Adm. E. J. King, commander aircraft base force here, it is said the hop will be made in January.

The first Hawaii-Alaska flight is expected to be made next June, in conjunction with fleet maneuvers, utilizing the new planes, which have a 3500-mile cruising range.

From Midway island, nearest take-off point, an aerial journey to Alaska would be approximately 1600 miles. Long range ships are necessary, however, because of possible head winds.

This flight would eliminate the last untested link in a theoretical patrol line which reaches as far southward as Guam, third Pan-American Airway base point on its Pacific route.

Now in training at North island are pilots of Pearl Harbor squadron VP-6, in preparation for the trans-pacific hop.

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Biggest question of the coming week: When will the PBY patrol bombers take off from San Diego on their trans-Pacific flight to Hawaii?

With Rear Adm. Ernest J. King in Washington on official business, it will behoove Adm. Arthur J. Hepburn, fleet commander-in-chief, to issue the long-awaited announcement.

S.D. SUN 1-10-37

RUMORS DENIED BY AIRCRAFT OFFICIAL

SD TRIBUNE - 1/8/37

Rumors that Consolidated Aircraft Corp. had laid off 600 men were denied today by officials of the company.

"We haven't heard of it yet," said one official. "While we are not increasing our force at the present time, there has been no wholesale lay-off."

CHANGE HINTED IN PLANS FOR MASS FLIGHT

2-30-36

The first mass flight of Consolidated patrol bombers to Hawaii, "some time after Jan. 2," will be made by a squadron of six of the huge airboats under Comdr. William M. McDade, naval authorities of the aircraft base force, North Island, definitely announced today.

Discounting completely previous reports that 12 ships will make the hop to eliminate double movements of surface "plane-guard" craft, this announcement is believed to indicate a change in earlier plans made necessary by delay in completions of the PBYs.

No definite date for the flight has yet been set, it was stated. While not confirmed, the report that the transpacific hop will begin at Pan-American Airways Alameda base also was not denied by the aircraft base force spokesman.

It was not stated how soon after the first six planes reach Pearl Harbor the other craft in squadron VP-6 will follow. If preliminary tests of the last six ships, however, require the same time as did those for the first group—now complete—the second hop probably will not be made until February.

McDade, squadron commander, may return to the mainland after the first hop to act as flight commander also of the second group of airboats to Hawaii. Personnel of the big seaplanes on the January mass flight probably will be the same as that during the recent 24-hour shakedown cruise, it is indicated. S.D. TRIBUNE 12-30-36

MASS FLIGHT, S. D. TO HONOLULU, IS SET FOR JAN. 20

S.D. UNION — 1-10-37

WASHINGTON, Jan. 9 (A.P.) — The navy bureau of aeronautics shaped plans today for one or possible two mass flights of 12 new patrol planes from San Diego to Honolulu.

The planes are to be used in Hawaii as replacements for obsolete craft now in service.

The date for the take off has been set tentatively for Jan. 20. Decision on the exact date awaits arrival here of Rear Adm. Ernest J. King, commander of the aircraft base force at San Diego, who is en route to Washington from the west coast.

Among details still to be decided are whether all twelve planes will make the flight together or whether they will be sent on two separate flights of six each. Each craft carries a crew of six.

The planes are of the latest and most modern design. They are said to have a much longer cruising range than any other ships of their type.

Lt. Comdr. William M. McDade, stationed at San Diego, will command the flight.

Navy department officials said it had not been decided whether surface ships would be stationed along the route of the flight.

HONOLULU FLIGHT OF CONSOLIDATED CRAFT DUE SOON

S.D. UNION — 1-5-37

Flight of a squadron of Consolidated air boats from California to Hawaii probably will be made the week beginning Jan. 10, U. S. fleet authorities said yesterday.

Adm. Arthur J. Hepburn, commander in chief, is expected to announce the definite time of the take-off as soon as Rear Adm. Ernest J. King, commander of the patrol wing, officially advises that the 12 planes are ready for the 2200-mile hop to Pearl Harbor.

The aircraft carriers Ranger and Saratoga will sail from San Diego and San Pedro, respectively, today for the drill grounds. Both are to carry out gunnery exercises.

The carrier Lexington, which sailed for the Bremerton navy yard last Saturday, will not return to southern California waters until April.

S. D. PLANES TO HOP FOR HAWAII BASE

Six Or 12 Airboats To Blaze New Skyways Path

S.D. SUN 1-10-36

Silver-winged San Diego-built Navy airboats will face their greatest test—2400 miles of gray Pacific seas—Jan. 20 when they hop off from a West Coast port for Honolulu, the Navy Bureau of Aeronautics announced tentatively yesterday.

Plans for the flight still are in the formative state, it was reported to The Sun. It is not known definitely whether the flight will begin from San Diego or Alameda and the exact date of the take-off will depend ultimately on the decision of Rear Adm. Ernest J. King, commander of the aircraft base force. Adm. King is expected to return to the city next week to begin active preparations for the hop.

6 Or 12 To Hop

Another detail to be determined is whether six or twelve of the flying boats will take to the air on the initial flight. Recently a non-stop 24-hour flight was made by six of the ships to be assigned to Honolulu where they will form Patrol Squadron No. 6 whose personnel has been testing the planes at North Island for the past few months. Lt. Comdr. William M. McDade is in command of the squadron.

Present fleet operation schedules do not yet call for the stationing of ships along the route from the mainland to Honolulu as plane guards, although this is a commonly accepted practice in long flights of this nature.

Aircraft Carriers To Aid

It is believed that several San Diego aircraft carriers will be ordered to various posts along the flight-lane before the planes take off. The Consolidated Aircraft Corp.-built ships are in their last stages of shakedown flights to test their efficiency.

For Battle In The Air!

Navy Spends Huge Sums To Strengthen Flying Force; Scores Of Planes Ordered

S. D. SUN 1-16-37

By HAROLD KEEN
The Sun's Navy Editor

Thirty-nine million dollars to lengthen the fleet's arm and increase its sight—that's the 1937 aircraft bill the Navy will pay, one of the largest in peacetime history, the Bureau of Aeronautics revealed today.

An enemy force would be unable to approach U. S. shores without escaping the eyes or feeling the heavy mailed fist of this new aerial armada.

Eighteen million dollars alone is being spent to give the Navy unprecedented telescopic sight. From Seattle to San Diego and on south to the Canal Zone and across the Pacific to Hawaii, a great force of "airboats" would swarm out to sea to locate any fleet with belligerent intentions.

Carry Heavy Bombs

Armed with heavy bombs, the craft, roaring at 150 miles per hour, would intercept the enemy vessels, radio their position to the American fleet commander-in-chief, then proceed to harass the opposition with its own ammunition.

A 1500-mile flight out to sea would be child's play for these huge "airboats." After locating and disabling part of the enemy, they could wheel about for their home port to obtain fresh ammunition, receive further orders.

Launch Two Attacks

Meanwhile, a host of torpedo and bombing planes would zoom away from the mainland to resume the deadly work of the patrol bombers. Armed with information as to the enemy's exact whereabouts, these planes would swoop down on vessels steaming toward this country, try to put them out of commission.

For this high-powered function in warfare, the Navy Department is ordering 54 Northrup bombers, 83 Curtis bombers, 90 Vought scout bombers, and 114 Douglas torpedo bombers.

Smaller than the patrol bombers, these craft can be attached to battleships, heavy cruisers and aircraft carriers, can return to their floating bases at rapid intervals.

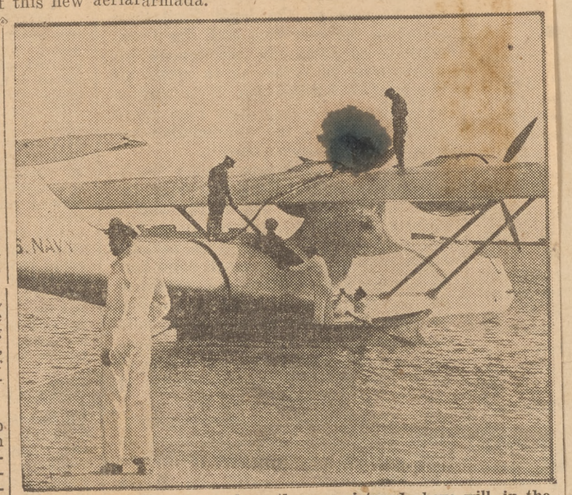
Armament Desired

That the Navy does not plan immediate construction of new fighting planes is indicative of the tendency toward heavy armament. Fighting craft are small, high-powered planes whose primary mission is to bring down enemy aircraft by means of machine-gun fire.

Although the nation's air forces cannot be complete without a minimum of these planes to ward off enemy air attacks, the emphasis apparently is on crippling the larger units, such as battleships and cruisers.

Thirty-two amphibians for shorter range patrol and scouting duty have been ordered by Gruman and Sikorsky.

Contracts for $9,000,000 worth of engines and $30,000,000 in planes constitute this year's Naval aviation expenditures, according to the Bureau of Aeronautics.



Mighty patrol bombers such as the one pictured above will, in the future, provide the Navy "eyes" many hundreds of miles at sea, where an enemy fleet would be located for the benefit of U. S. defenders. At a cost of $18,000,000 176 of these long-range craft are being manufactured by Consolidated Aircraft Corp. of San Diego.

Flier Is Ordered Back to Argentina

S. D. TRIBUNE - 1-12-37

Study Here Ended By Commander From South

Nearly 18 months' service at the naval air station ends this month for Comdr. Ernesto Massa of the Argentine navy. Coming here for special duty at the station and at the plant of Consolidated Aircraft Corp. as Argentine government inspector in August, 1935, Massa is under orders to return to Buenoc Aires, leaving San Diego Jan. 20 and sailing from New York on the steamer Eastern Prince Feb. 6.

The Argentine flier made an announcement last March that his government had closed a contract with the Consolidated Aircraft Corp. for the construction of six huge coastal patrol planes. The planes, somewhat like those built by Consolidated for the American navy, will be used, Massa said, in patrol work along the Argentine coast.

Sent to San Diego to study organization and flying methods of the navy, Massa speaks English fluently. He said that the Argentine government has separate army and navy air forces, and that the largest Argentine naval base, from which operate the major part of the navy's air force, is situated at Puerto Belgrano, near Bahia Blanca.

Relieving Massa here will be Lt. J. C. Bachini.

Consolidated Aircraft Corp. officials report that construction work on the new planes for the Argentine government is progressing. The outlook is that the planes will be ready for delivery sometime this spring, and that they may be flown from San Diego to Argentina.

Comdr. Ernesto Massa, Argentine naval flying corps representative at the naval air station, who is under orders to return to his native country. He leaves San Diego Jan. 20.

S. D. TENDERS TO GUARD NAVY SEA HOP ROUTE

Honolulu Flight Operation Schedule Calls For Seven Vessels

S. D. SUN 1-13-37

A complete operation schedule for surface craft which will act as "plane guards" on the flight to Honolulu of six to 12 Consolidated patrol bombers late this month, has been prepared, The Sun learned today.

Seven vessels, the majority probably San Diego aircraft tenders,

EXCLUSIVE

will be stationed at strategic points between the mainland and Hawaii, it is believed.

Prepare For Emergency

Crews of these ships will gather weather data in their vicinity and radio their findings to officers in charge of the flight. On the basis of these reports, and when flying conditions appear most ideal, the huge "airboats" will take off across the Pacific.

The commanding officer of each vessel will be instructed what to do should an emergency arise during the flight.

Names of the ships assigned this duty are being withheld for the present by the Navy. Secrecy also surrounds details as to the locations in the Pacific each vessel will occupy.

May Hop From Alameda

The Navy Bureau of Aeronautics tentatively announced last Saturday that the planes would take off about Jan. 20. Whether the flight will be made in two groups of six planes, or one of 12, has not been revealed.

It is believed the huge planes will take off for Honolulu from Alameda, inasmuch as the airline distance from that point to Hawaii is 200 miles shorter than from San Diego.

Rear Adm. Ernest J. King, commander Aircraft Base Force, is expected to return from Washington Friday to complete plans for the long non-stop flight. The bombers have been assigned to Honolulu's Patrol Squadron Six, commanded by Lieut.-Comdr. William M. McDade.

HUNDREDS OF BLUEJACKETS TO TAKE PART

12 Bombers To Make Hop Before End Of Month

S. D. SUN 1-17-37

One of the Navy's most elaborate operations—outside the annual fleet problem itself—will occur probably before the end of the month.

It will be occasioned by flight from the mainland to Hawaii of 12 PBY patrol bombers assigned to Patrol Squadron Six at Honolulu.

Literally hundreds of bluejackets will participate in the activity made necessary by the long-distance hop.

Vessels Participate

In addition to approximately 70 officers and enlisted men in the "airboats," crews of several aircraft tenders will contribute to success of the flight. These surface craft will be stationed at strategic points between California and Hawaii to act not only as "plane guards" but to obtain weather data which will help navigators of the planes plot out a satisfactory course.

It is believed the flight will be made in one group of 12 planes and that the takeoff will occur at Alameda, which is 200 miles closer to Hawaii than San Diego. Yesterday, the second six PBY bombers to be delivered to North Island by Consolidated Aircraft Corp. successfully completed a 24-hour non-stop endurance test under the command of Lieut. Ralph W. D. Woods.

Function Satisfactorily

Several weeks ago, Lieut. Comdr. William M. McDade, commanding officer of Squadron VP-6, led the first six "airboats" on a similar hop. All 12 planes functioned satisfactorily, and it is believed they are today ready for the ocean jump at a moment's notice.

Soon after dispatching the planes to Hawaii, Rear Adm. Ernest J. King, commander Aircraft Base Force, will leave for the Canal Zone Feb. 2 aboard his flagship, USS Wright, to conduct maneuvers of patrol squadrons in that region until late in March.

FLEET AIRCRAFT CHANGES HANDS

Control of Consolidated Aircraft Unit Gained by Canadian Capital

Special to The Buffalo Times

TORONTO, Dec. 29.—Control of Fleet Aircraft Ltd. lies today with Canadian capital, it was announced by Nesbitt-Thompson Co., investment brokerage house here, following sale yesterday of 50,000 additional common shares to the public. Control formerly was voted in Consolidated Aircraft Co.

The no par value common shares were sold at $11.50, the brokers declared. Capitalization of the aircraft firm stands, it was said, as follows: 100,000 authorized shares of which 90,000 are outstanding; 30,000 or these shares held by Consolidated Aircraft Corp., former Buffalo concern now located in San Diego, Cal., 10,000 shares held by the nine directors of the Fleet Aircraft Ltd., and 50,000 shares now in the hands of the Canadian public.

Nesbitt-Thompson Co. also announced a contractual agreement between Fleet Aircraft Ltd. and the Consolidated Aircraft Corp. in which the latter concern will receive royalties from accessories and other products of Fleet Aircraft which will be sold only in the British Empire.

The agreement stipulated Fleet Aircraft Ltd. has the right to sell the "Fleet Trainer" in all countries except the United States and China.

$100,000 of the new capital will be used for expansion of the Fort Erie plant and the balance will be used as working capital. Contract for a $50,000 expansion job has been awarded to Oscar C. Teal of Fort Erie.

Work on the annex, which started yesterday, will be completed in two months, according to officials. The addition will be 180 by 120 feet. It will add one and a half times to the space of the present factory.

When the addition is finished, officials declared, it will greatly increase plant production and permit the factory to build planes entirely within the plant without "farming out" certain construction tasks to outside manufacturers.

Employment here is expected to be increased considerably with the completion of the annex, officials said.

S. D. PLANE PLANT IS DESCRIBED FOR ESCONDIDO GROUP

S. DUNION 1-15-37

ESCONDIDO, Jan. 14 (Special)—With an enthusiastic crowd attending, the chamber of commerce's annual meeting was held Tuesday night at the Methodist church, the business session following a dinner served by church women.

The highlight was an address by Maj. Edgar Gott, assistant to the president, Consolidated Aircraft Corp. Gott was introduced by Maj. T. C. Macaulay, San Diego chamber of commerce executive secretary.

The speaker pointed out that whereas the aviation industry is no more complicated and has no more problems than agriculture, there probably is no faster growing business with such revolutionary changes from year to year than the manufacturing of planes. He referred to the first types in which wood was used in wing construction. The next step was all-steel and now duralumin is being used, he declared, "And it probably won't be long before we will be using stainless steel or some other material and it will be necessary for us to throw away our old equipment and moulds and get new ones."

Climate Won Firm

Climate is what caused the Consolidated Aircraft Co. to move to California and select San Diego as the site for its plant, Maj. Gott declared. In Buffalo, N. Y., where the plant formerly was situated, it was impossible many times to launch sea planes made for the navy, because of ice on lakes and streams. All work undertaken at the Consolidated plant is construction work for the navy, the speaker said.

J. Claude Wilson, toastmaster, opened the meeting. He presented Lynn F. Stoddard, who led in community singing; Basil Lewis, saxophone player; and Myron Buzzell, cornet soloist.

Reports Are Made

Toastmaster Wilson then introduced President Arthur Drury of the chamber of commerce, who gave a report on last year's activities of the local booster body. Mr. Drury will serve a second term as president of the chamber.

Edgar E. Turrentine gave a report on finances.

Those who will compose the 1937 board of directors of the chamber of commerce were announced by President Drury as follows: Crawford Bent, H. W. Brewer jr., Merwyn Christie, Pansy P. Claggett, Fred Cooper, Percy Evans, James Hollis, A. L. Hubbell, Elmer Jacob, Harry B. Lee, John Marken, Allan Mason, Edgar E. Turrentine, Anna Von Seggern and J. Claude Wilson.

Selections were sung by a trio composed of Marjorie Lou and Evelyn Kelly and Theabeth Rice.

Judge William P. Carey of San Diego, F. H. LaBaume, president of the Pacific Beach chamber of commerce, and heads of Escondido organizations were introduced.

S. D. BOMBERS RETURN TO BAY

New 'PBYs' Prepare For Hawaii Flight

S. D. SUN 1-16-37

Six Consolidated PBY patrol bombers returned to North Island at 12:30 p. m. today after cruising in the San Diego-San Pedro area since yesterday afternoon.

All six planes were to return to North Island at 2:30 p. m. today after cruising in the San Diego-San Pedro area since yesterday afternoon.

Under command of Lieut. Ralph W. D. Woods, the "airboats" were undergoing one of the final "shakedown" hops before taking off for their new station in Hawaii late this month. A similar 24-hour flight was made several weeks ago by the first six planes of Honolul's Patrol Squadron Six, led by Lieut.-Comdr. William M. McDade.

When reports on how the planes functioned are received by Rear Adm. Ernest J. King, commander Aircraft Base Force, he will begin active preparations for the trans-Pacific jump, it was indicated today.

ADM. KING COMING FOR HAWAII HOP; MARINES ON WAY

S. D. TRIBUNE 1-12-37

Rear Adm. Ernest King, commander of aircraft, base force, who will return here this week from Washington, will be busy for two months, supervising the Hawaii flights of 12 Consolidated flying boats and later routine operations of aircraft squadron based in the Canal Zone.

Adm. King

Adm. King will sail for Panama aboard the aircraft tender Wright Feb. 2. He will return to San Diego March 27. The tender Langley, undergoing repairs and overhaul at Mare Island, is due to return to San Diego Feb. 17. She will not join the Wright in Central American waters.

The battleship Wyoming, with several hundred marines from the First brigade at Quantico obard, will pass through the Panama canal Friday en route to San Diego. Also aboard the Wyoming is Rear Adm. William H. Standley, former chief of naval operations.

The mobile target ship Utah is due to arrive here from San Pedro Jan. 28.

Destroyers Goff, Bainbridge, Reuben James and Sturtevant will return here from Mare Island Jan. 31, followed by the destroyer tender Melville on Feb. 10.

12 PLANES POISED FOR HAWAII HOP

L. A. Examiner 1-27-37

Word of favorable weather conditions in mid-Pacific will soon send 12 huge navy seaplanes winging their way across the ocean toward Pearl Harbor, Hawaii, in a nonstop flight of 2553 miles. The ships, now poised in San Diego harbor, probably will depart within 60 hours, fleet aviation officers said.

For several weeks the flying boats have undergone grueling test flights up and down the coast in preparation for the hop which, although classed as "routine," will be the longest non-stop mass flight ever undertaken by that type of plane.

The ships will leave San Diego harbor en masse and will remain in constant radio communication with ship or shore during the flight. Scattered over the route will be navy auxiliary vessels stationed at 500-mile intervals to lend assistance in case of mishap.

Lieutenant Commander W. M. McDade will be in charge of the flight and each ship will be manned by a crew of five men. The planes on arrival in Hawaii will take up regular duties as patrol ships out of Pearl Harbor.

AIRBOATS TESTED FOR PACIFIC HOP

S. D. SUN 1-26-37

Aviation mechanics today began their final inspection of 12 Consolidated PBY patrol bombers scheduled to take off from San Diego Thursday on a 2250-mile flight to Pearl Harbor, Honolulu.

Lieut. Comdr. William M. McDade will lead a personnel of 72 officers and men on the hop. An officer and five enlisted men will pilot each airboat. On arrival in Pearl Harbor, the airboats will go into patrol service as Squadron Six in the Pacific "triangle" from Hawaii to the Aleutian Islands to California.

Five newsreel companies were to photograph crew members and their planes at North Island this afternoon.

NAVY FLIGHT TO HONOLULU DUE THURSDAY

S. D. SUN — 1-24-37

Twelve Flying Boats To Take Off From San Diego For New Base

Twelve Navy flying boats will take off from San Diego Thursday, weather permitting, for a non-stop flight to Honolulu and their new home base at Pearl Harbor, Adm. Arthur J. Hepburn, commander-in-chief of the United States fleet, announced in San Pedro last night, the United Press reported.

The planes are part of the large complement being turned out for the Navy by the Consolidated Aircraft Corp. of San Diego. They have engaged in preliminary flights in the past few weeks as a test for the long overwater hop to Hawaii.

Three mine sweepers, the Avocet, the Swan and the Gannet, are now engaged in a meteorological patrol of the waters over which the squadron will fly.

The destroyer Worden and the mine sweeper Sandpiper will serve as "guard ships" on the eastern half of the trip. The destroyer Breese and the minesweeper Pelican, Gannet and Swan, will patrol the western segment.

The giant seaplanes have a cruising speed of 120 knots and are designed to land or take off in rough seas.

They are the forerunners of an aerial fleet of 216 Navy planes which eventually will be based at Panama, Hawaii, Puget Sound, Los Angeles, San Francisco, and San Diego.

McDade Commander

The squadron will be commanded by Lieut.-Comdr. W. S. McDade and will be under the executive command of Rear Adm. Ernest J. King, commander of Base Force Aircraft.

In announcing the projected 2285-nautical mile flight — the longest mass overwater hop ever attempted—Adm. Hepburn emphasized that it was in no sense a "stunt" but a "routine flight" to the planes' new base at Pearl Harbor.

Each plane will carry a crew of six, enough fuel to last 3000 miles, and radio equipment to permit regular contact with San Diego, Pearl Harbor and six ships to be stationed along the route.

Tested For 24 Hours

Adm. Hepburn's announcement made certain for the first time that the 12 planes would take off from San Diego, and all at once. For a time it was believed the boats might make the long hop in flights of six.

In preparation, two squadrons of six planes each remained in the air for 24-hour periods, keeping in touch with each other and the Naval Air Station by radio.

WARNINGS ISSUED ON PATROL PLANE TAKE-OFF AREAS

S.D. UNION — 1-27-37

By JERRY MacMULLEN

Danger of collision between harbor craft and heavily-loaded patrol planes having reached the point where control measures are required, naval and harbor department officials yesterday were busy with plans to prevent any accidents at the time of the departure of the 12-plane flight over Hawaii, which is expected to take place late this week.

The big patrol planes, heavy with gasoline, personnel and supplies, are said to be not the easiest things in the world to handle, and when a small boat suddenly starts across the path of one of them, either at the time of take-off or landing, the possibility of an accident involving heavy loss of life is presented. Naval vessels, fishing boats and water taxis are being advised of the new safety provisions, which will be of a more or less permanent nature when patrol planes are operating.

Set Off Six Areas

Six areas for plane operations, wind conditions determining which one will be used, have been set off, each "runway" being about a mile and a half in length. Locations of the areas are as follows: Area 1, parallel to the San Diego shore from the ferry lanes to the Standard Oil wharf; Area 2, from the ferry lanes to Beacon 7; Area 3, from Pier 1 to Beacon 5; Area 4, parallel to Shelter Island (yacht harbor) from Beacon 5 to Quarantine; Area 5, from National City toward Glorietta bay, and Area 6, from National City toward the destroyer base

When patrol plane operations are being carried on the International danger signal (letter "U" — white and red square above red and white square) will be displayed from a staff on Hangar 69 at the Naval Air station. If at night, two vertical red lights will be displayed there. Patrol boats will cover whichever area is to be used, the boats carrying a red flag by day and a red hand-light by night. Waving of either signal will indicate danger, and the person in command of a boat so signalled should withdraw to the edge of the channel until it is clear.

GREATEST NAVY MASS FLIGHT DUE

S.D. SUN — 1-27-37

Twelve Planes, 80 Men Ready To Take Off For Hawaii From S. D. Tomorrow

Weather permitting, the 12 U. S. Navy planes bound for Honolulu will take off from San Diego bay at 7 a. m. tomorrow, Rear Adm. Ernest J. King, commander Base Force Aircraft, announced this afternoon.

The greatest mass flight in U. S. naval aviation history will begin from San Diego bay tomorrow—if the skies do not frown.

Twelve Consolidated PBY patrol bombers—most powerful of their type in the world—with a crew of 80 will slide down the seaplane ramp at North Island, taxi to the foot of Market-st, then turn about for the long take-off in a northwesterly direction.

Flight Leader

Lieut. Comdr. William M. McDade, who will direct the flight of 12 Navy patrol planes from San Diego to Hawaii.

See Page 6 for the history of Navy mass flights, and Page 12 for pictures of planes and their commanders on tomorrow's flight.

Fully loaded, the planes will be difficult to maneuver and the takeoff will constitute one of the most crucial moments of the entire flight, Naval officials agree. The gasoline load of approximately 1600 gallons, alone will weigh about 10,000 pounds.

12 Planes on Line

All 12 planes rested near the seaplane ramp at North Island today, final tests completed. Fuel sufficient to keep the big craft in the air approximately 3000 miles has been poured into the tanks and the airboats are ready to take off whenever weather conditions are considered satisfactory.

Rear Adm. Ernest J. King and his chief of staff, Comdr. Charles A. Pownall, today studied weather reports received from the six vessels stationed along the route from the mainland to Hawaii. Definite time of the takeoff has not yet been set.

McDade In Command

The transpacific hop will be led by Lieut. Comdr. William M. McDade—taciturn commander of Patrol Squadron 6, who has worked literally day and night during the past month getting the big airboats ready for the long flight.

Two civilians—Chief Test Pilot W. B. Wheatley and Service Representative A. W. Koster, both of Consolidated Aircraft Corp., will accompany the 78 Navy officers and men.

Roaring down a harbor runway for hundreds of yards, the planes will take off directly in front of the Naval Air Station, soar to a 10,000-foot altitude where all 12 will rendezvous before pointing toward Parl Harbor—2270 nautical miles (2553.75 statute miles) away.

Six vessels will guard the planes on the transpacific airway—along the Great Circle route to Hawaii. They are the San Diego aircraft tenders Sandpiper and Gannett, the destroyer Worden, the Hawaiian aircraft tenders Pelican, Swan, and the destroyer Breeze.

With a cruising speed of 120 knots, the planes are expected to complete the flight in 16 to 24 hours, depending on wind and weather conditions.

Personnel of the 12 ships follow:

Patrol Plane 1—Lieut. Comdr. W. M. McDade, squadron commander and first pilot; Lieut. C. H. Ostrom, L. Serpa, H. Hurley, T. D. Dovell, E. J. McCormick, R. L. Fourcher.

Patrol Plane 2—Lieut. G. C. Briant, P. M. Screws, H. R. Green, C. H. Bishop, P. L. Smith, A. DiCerchio and W. E. Benham.

Patrol Plane 3—Lieut. D. B. Brokenshire, B. Sears, L. O. Polk, R. R. Metzger, K. K. Kimmons, C. H. Claytor, L. E. Leonard

Patrol Plane 4—Lieut. W. W. Harvey, W. B. Wheatley, test pilot of Consolidated, who is a lieutenant in the Naval Reserve; M. W. Woodruff, H. G. Byron, C. Henson, R. J. Holt, O. W. Miller.

Patrol plane 5—Lieut. J. B. Young, H. C. Smathers, H. E. Leedom, M. S. Harrell, W. Z. Paulk, R. M. Williams and A. W. Koster of Consolidated.

Patrol plane 6—Lieut. L. O. Mathews, A. E. White, H. E. Rutherford, N. Evaschuk, C. L. English, L. M. Hurtado.

Patrol plane 7—Lieut. R. D. Woods, W. P. Brett, W. H. Karr, C. D. Conway, E. A. Turner, D. E. Stanford, J. L. Lipsey.

Patrol plane 8—Lieut. G. L. Heap, J. E. Despardins, W. T. Whitham, L. A. Knight, H. J. Kolb, R. S. Munteer, W. A. Harris.

Patrol plane 9—Lieut. J. O. Biglow, K. L. Moser, R. B. Rueger, S. W. Wooten, H. A. Peters, A. W. Andrews.

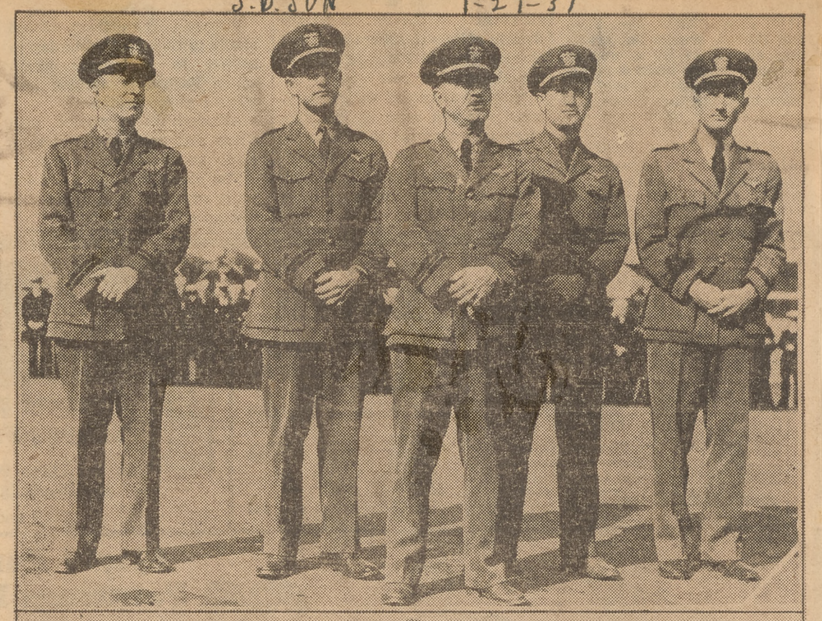
Patrol plane 10—Lieut. W. M. Drane, D. B. Mommsen, H. A. Wolfe, W. C. Curry, J. H. Ball, J. Alkov, J. F. Siebenthall.

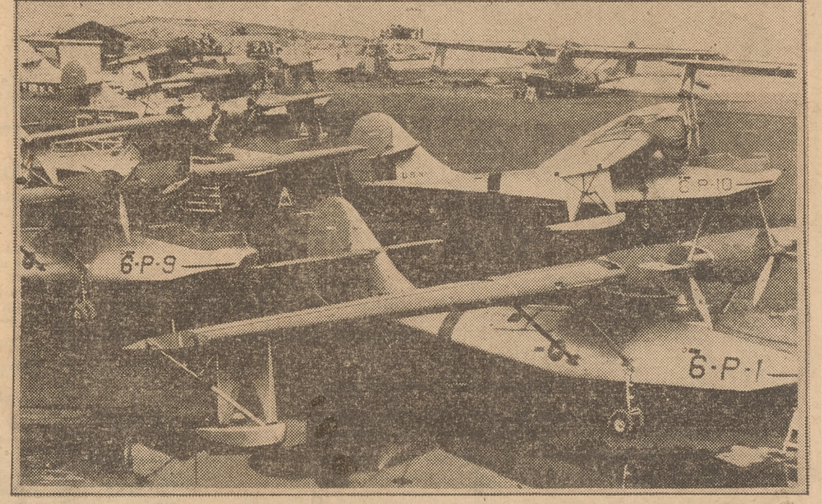
Patrol plane 11—Lieut. R. C. Bauer, T. J. Hughes, P. C. Hutchens, D. B. McKay, B. L. Frick, T. E. Muran.

Patrol plane 12—Lieut. J. A. Murphy, R. P. Minniear, D. E. Ferguson, H. Scoutt, A. B. Herb and M. H. Davis.

They're Ready To Challenge Pacific Skies

S.D. SUN — 1-27-37





Challenging the Pacific on the most spectacular transoceanic mass flight in history, the five officers pictured at top will lead a crew of 80 on a 2270-mile hop from San Diego to Honolulu in 12 Consolidated patrol bombers. Left to right, Lieut. R. D. Woods, executive officer; Lieut. W. W. Harvey, flight officer; Lieut. Comdr. William M. McDade, squadron commander; Lieut (jg) G. C. Briant, engineering officer; Lieut. (jg) J. B. H. Young, gunnery officer. The huge airboats, completely fueled and ready for the long flight, are shown below, with Lieut. Comdr. McDade's flagship "6-P-1" in the foreground.

SERVICE NOTES

S.D. SUN — 1-27-37

Just Routine, Says Navy Of 2270-Mile Ocean Hop

By HAROLD KEEN

Imagine making a 2270-mile non-stop flight and considering it a mere routine operation!

That's the impression the Navy wants to leave regarding the hop to Pearl Harbor tomorrow of 12 Consolidated PBY bombers. And as far as Lieut.-Comdr. William M. McDade, squadron commander, is concerned, the less said about the flight the better. He's a genius for avoiding the spotlight of publicity.

"Routine" Goes On and On

Meanwhile, the airboats are being tested, day and night, with little interruption of the North Island "routine" until the very hour of the takeoff. The 78-man crew of the bombers may be a bit tired, but, as Comdr. McDade puts it, "This is as good a way of keeping busy as any." No heroics about that gentleman.

Two civilians will accompany the Navy personnel in the trans-Pacific flight. They are W. B. Wheatley, chief test pilot of Consolidated Aircraft Corp., and a first lieutenant in the Army Reserve, and A. W. Koster, who will act as service representative of the plane concern.

Mr. Wheatley will return to San Diego within a month, but Mr. Koster expects to remain with the squadron for a half-year to act as advisor on servicing the big craft.

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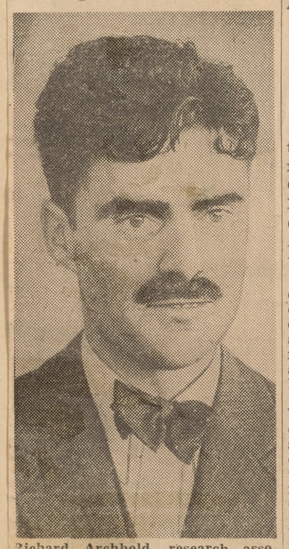
Going to New Guinea



Richard Archbold, research associate, department of mammals, American Museum of Natural History, who yesterday announced purchase of a Consolidated PBY-type flying boat for use on an expedition to New Guinea late this year.

Researcher Buys Consolidated Ship For Isle Journey

S D UNION — 1-28-37

Purchase of a Consolidated PBY-type flying boat without armament for use on an expedition to New Guinea was announced yesterday by Richard Archbold, research associate,, department of mammals, American Museum of Natural History.

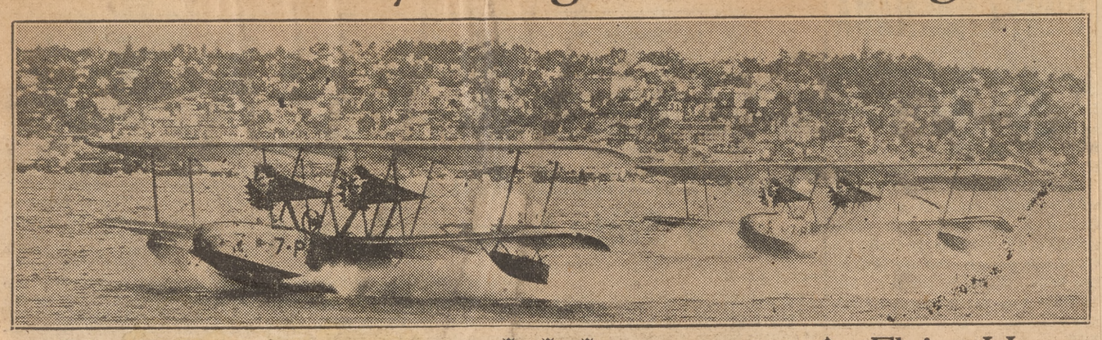
Archbold said the plane is equipped with two 1000-horsepower engines, two-way radio and has cruising speed of 140 miles an hour and cruising range of about 4000 miles. The plane is of the same type as the 12 to be flown to Honolulu by the navy.

Naval regulations prevent Archbold's taking the plane out of the country before November. With his scientific party aboard, he plans to direct the flight along the route of the Clippers to Wake island and from there south 2000 miles to New Guinea.

The expedition plans to study the life history of birds and animals in the New Guinea regions for more than a year.

Dr. Austin L. Rand will lead the scientific members of the expedition. Archbold said he will be here until Consolidated delivers the airship next June.

The Navy's Saga Of Courage



Glory His

COMDR. RODGERS

Feats Of Past Recalled As 12 Planes Prepared For Jump Across Ocean

S.D SUN 1-27-37

By HAROLD KEEN
The Sun's Navy Editor

TO the saga of courage written into the Navy's aviation log will be added a thrilling new chapter tomorrow when 12 giant patrol bombers soar away from San Diego on a 2285-mile flight to Pearl Harbor, Honolulu.

It will be the Navy's fourth attempt to span an ocean. Only one of the previous three was completed without mishap. But. Lieut.-Comdr. William M. McDade, flight commander, is quietly confident that the most powerful seaplanes in the world, with a cruising radius of more than 3000 miles, will master space and the elements easily.

What is the heritage Commander McDade, his fellow officers and enlisted men will carry with them on the long, gruelling trip across the Pacific?

In May, 1919, three Navy airships took off from Newfoundland for the Azores. Crew of the famed "NC" planes, commanded by Capt. John H. Towers, present Aircraft Battle Force chief of staff, were unaware of the perils they might have to face on this unprecedented flight.

Landing In Sea

Forced down in the murky, storm-tossed sea several hundred miles from their destination, only one of the planes, led by Comdr. Albert C. Read, was able to continue. Towers' craft was piloted, much as a sailboat, to the Azores in two and one-half days. The airship of "Pat" Bellinger, who today is commanding officer of the USS Ranger, capsized and its crew was saved by a passing tramp steamer.

The Atlantic had been partially conquered, and the Navy turned its eyes toward the Pacific.

Winds Their Hope

The entire west coast throbbed with excitement when the squadron of three planes under Lieut. Comdr. John Rodgers prepared to make the hazardous 2100-mile hop from San Francisco to Hawaii. Sept. 1, 1925. Built by the Naval Aircraft factory at Philadelphia, the airboats were capable of a maximum non-stop flight of only 2000 miles. Fortuitous tail winds were expected to push the planes the remainder of the distance.

It was a gamble between the staying power of the planes and the weather—and Rodgers was the loser. The airship commanded by Lieut. Allen P. Snody was forced down 300 miles off Golden Gate when its oil pressure lines snapped. The PB-1 of Lieut. Comdr. James H. Strong was unable to leave because of engine trouble. Thus Rodgers and his crew of four flew much of the distance alone.

Drifted 10 days

Two hundred miles from Hawaii, the craft ran out of gas. The plane drifted for 10 days before the submarine R-4 located it near Kauai Island. Their emergency rations having been consumed during the first four days, the crew was nearly dead from starvation and exposure.

The Navy profited by its mistakes in that flight. Three years ago, Lieut. Comdr. Knefler McGinnis commanded a squadron of six P2-Y1 planes, predecessors to the modern Consolidated bombers, from San Francisco to Hawaii in 24 hours and 56 minutes. There were no untoward incidents on this hop.

Commander Confident

"Shakedown" tests have been performed on the present PBY planes with business-like efficiency. Nobody became excited over their recent 24-hour endurance flights.

Unlike Comdr. Rogers, who 11 years ago knew he had only one chance in two of avoiding death by challenging the Pacific, Comdr. McDade today considers the long trip merely a routine operation necessary to deliver a dozen planes to their Pearl Harbor base.

He has confidence made possible by the knowledge gained from the sufferings of yesterday's intrepid fliers.

Flying Hero

CAPT. READ

S. D.-HAWAII FLIGHT SET THURSDAY

12 Navy Seaplanes Will Make Air History With 2285-Mile Non-Stop Delivery Hop Across Pacific.

1-24-37 S.D. UNION

SAN PEDRO, Jan. 23 (A.P.) —Adm. Arthur J. Hepburn, commander-in-chief of the U. S. fleet, said today the mass-flight of 12 seaplanes from San Diego to Honolulu would begin next Thursday or as soon thereafter as weather conditions permit.

It will be the longest non-stop trans-oceanic mass aircraft operation ever attempted.

Adm. Hepburn said he was "very anxious" that the flight be not regarded as "a stunt." He said it was to be routine delivery of the planes to Honolulu.

Each Carries 6 Men

Under command of Lt. Comdr. W. M. McDade, the big ships will each carry a crew of six, with fuel and food as for a routine flight. The squadron wil cover 2285 nautical miles, a voyage surpassed only by the 3200-mile flight from Panama to Alameda, made by the navy's XPBY-1 craft, forerunner of the present planes.

The 12 ships are the first of an armada of 176 ordered by the navy, Adm. Hepburn said. Their duty, in an emergency, would be to patrol the Alaska-Honolulu-Panama triangle. They have a cruising speed of 120 knots, an an overseas radius of 3000 miles.

In the projected flight, the planes will be in constant radio contact with ground stations at Pearl Harbor and San Diego, it was stated. Three mine sweepers, stationed along the route, now are gathering meteorological data. Six patrol vessels will cruise the route during the flight.

HAWAII FLIGHT TAKE-OFF SET FOR 7 A. M.

S.D. SUN 1-27-37

Twelve glistening silver airboats bearing 80 tense-faced men will roar down San Diego bay tomorrow at 7 a. m. in the take-off of the Navy's greatest mass flight, bound for Honolulu.

"Weather permitting, the ships will take off at 7 a. m. tomorrow," Rear Adm. Ernest J. King, commander Aircraft, Base Force, told newsmen at North Island in a brief statement today.

'Spotty' Weather Due

Facing the Navy's powerful twin-motored, single-winged bombers will be spotty weather which Aircraft Base Force officers termed "average." This, they explained, means that while sky and sea conditions are good in some places, they are not so good in others.

Gather Over Point Loma

The ships will race seaward from the take-off line off the Coronado ferry dock, in groups of threes. Once in the air, they will rendezvous over Point Loma at 10,000 feet when Lieut. Comdr. William M. McDade will signal the "start off" and the ships will point their streamlined noses toward distant Hawaii.

TAIL WINDS AID SEA FLIGHT

Feb. 3, 1937 THE SAN DIEGO CLUB

A MESSAGE TO CONSOLIDATED—

In the January issue of "Consolidated," a splendid publication issued by and in the interests of the Consolidated Aircraft Corporation, President R. H. Fleet sends a message to the 3,613 employees of that concern. It is a frank statement of facts and a bid for increased loyalty and efficiency from the president of a huge corporation to its employees.

The message is of interest to every San Diegan for it denies and disproves in no uncertain terms rumors that have been rife that Consolidated employees are underpaid. They are not. According to government statistics, average weekly earnings for the entire aircraft industry in the United States for August, 1936 were $26.07. California state labor statistics show the average in California for that same period as $25.82, while Consolidated weekly average for the same period is $28.00.

It is vital and interesting to know that San Diego's greatest industrial enterprise employs the highest paid skilled men in the entire industry. It is a monument to President Fleet and a matter of congratulation to those who have the best interests of San Diego at heart.

Congratulations, President Fleet. We are proud to have you as a member among us. This club enjoys the membership of a great many of your employees and, may we add, that aside from their financial earnings they are a very fine type of men and as such, an asset to the community. May their number increase.

H. E. RHOADS.

S. D. NAVY PLANE FORCED DOWN IN FOG; CREW SAFE

S.D. Union 2-13-37

Trapped in fog, one of the navy's great Consolidated-built PBY flying boats made a forced landing in the bay near Imperial Beach while on a test flight late last night. Cause of the landing was not announced by navy authorities.

The plane landed about 200 yards offshore and was in constant radio communication with the U. S. S. Sandpiper, plane-guard ship, during the flight and landing. The U. S. S. Thrush, a minesweeper, was dispatched to the plane's aid.

Members of the crew swam and waded ashore. Other members remained on the flying boat, which was one of a squadron of the navy's newest aircraft undergoing a test flight last night. The other planes continued on the test flight which was scheduled to end early today.

The flight was made in fog that hid the coast from south of San Diego to Laguna Beach.

U. S. Navy is Buying 593 New Aircraft This Year

S.D CLUB—LIFE 2-3-37

Your Uncle Sam's Navy is purchasing $30,000,000 worth of aircraft this year, including 170 bombers and patrol boats from Consolidated Aircraft Corp. here in San Diego. That, incidently, is the largest order given to one plant. The orders will include 54 Northrup bombers, 29 Grumann amphibians, three Sikorsky amphibians, 83 Curtis bombers, 90 Vought Scout bombers, 40 Curtiss scouts and 114 Douglas torpedo bombers, for a total of 593 planes.

Also, the Navy will plank down a cool $9,000,000 for 975 new aircraft engines, most of them from the Pratt-Whitney Co.

And there is Consolidated Aircraft Corporation in San Diego which has so much to do in the way of flying boats, and patrol planes, that it has to farm out part of the work to other manufacturers. Consolidated has two years' work ahead of it. WESTERN FLYING Jan 1937

Consolidated Feb. 1937

Western Flying

Shift of the control of **Fleet Aircraft, Ltd.**, from **Consolidated Aircraft Corporation** was completed January 4, 1937, when **Nesbitt Thomson and Company, Ltd.**, and associates offered for sale to interested Canadian investors 50,000 shares of the 90,000 outstanding, and issued shares of the new company. The offering was considerably over-subscribed and many requests for allotments from interests in the United States were refused in order to retain the desired Canadian ownership.

The new company came into existence November 17 last, when the name was changed from **Fleet Aircraft of Canada, Ltd.**, and the authorized stock was increased from 10,000 shares to 100,000 shares, without par value.

The Canadian company has a manufacturing license to produce all of Consolidated's designs released by the United States government for export, and is planning the increase of factory floor space from 15,000 to 37,000 square feet to accommodate the increasing demand for their products.

The new officers of the firm are: **W. J. "Jack" Sanderson,** president and general manager; **E. G. McMillan, K. C.,** vice-president; and **H. E. Langford,** secretary and treasurer, according to Consolidated employees' magazine, the Consolidator, which gives a complete history of the Canadian company in its January issue.

'GOING FINE,' NAVY WORD ON 12

S.D. TRIBUNE 1-28-37

Their speed increasing as the day advanced and the gasoline load decreased, 12 navy planes of patrol squadron six, which left San Diego at 8:32 a.m. today for Honolulu, made good time this afternoon.

Near Second Station

Light headwinds reported during the morning hours gave way to tail winds, which the weather bureau says probably will continue for the remainder of the flight. With more favorable wind conditions and the lightening of their load, the 80 officers and men hope to reach Honolulu within from 18 to 20 hours from their departure here.

"Everything is going along fine with the fliers," was the report at base force aircraft headquarters here at 2:30 p.m.

Explaining that news would be given out each time the planes passed a station ship on the route, a base force aircraft official said the planes passed the first station ship, the U.S.S. Sandpiper, at 12:30 p.m. They neared the second station ship the middle of the afternoon.

12 HUGE PLANES POISED FOR FLIGHT FROM HERE TO HAWAII

S.D SUN 1-27-37

TAKE-OFF LIKELY IN 72 HOURS AS WEATHER STUDIED

Final plans for the navy's epochal and history-making flight of 12 Consolidated airboats from San Diego to Hawaii were outlined to newsreel cameramen, press photographers and representatives of the National Broadcasting Co. at a conference at the Naval Air station yesterday afternoon.

Comdr. Charles Pownall, chief of staff, and Lt. Comdr. A. I. Price, operations officer on the staff of Rear Adm. Ernest J. King, and Lt. Comdr. William McDade, commander of patrol squadron 6, explained to the group the completed arrangements for the flight.

Will Fly Non-Stop

The flight will start from San Diego bay probably within the next 72 hours, depending on weather conditions in mid-Pacific. The huge airboats will fly non stop to Pearl Harbor, a distance of 2270 nautical miles or 2553 land miles, the longest sustained flight by a squadron of seaplanes in aviation history. It also will mark the first time that commercial or naval aircraft ever have taken off from San Diego for a flight to the crossroads of the Pacific.

In January, 1934, a squadron of six naval seaplanes commanded by the then Lt. Comdr. Knefler McGinnis flew from San Francisco bay to Pearl Harbor, 2400 miles, in 24 hours and 45 minutes.

Naval authorities also considered this journey the greatest overseas mass flight in aviation history, a "routine transfer" of equipment.

Depending on wind conditions, the 12 planes will take off from the channel extending northwestward from the foot of Market st. The ships will rendezvous at 10,000 feet and when all are in position Comdr. McDade will give the signal to start across the Pacific. It is estimated the squadron will arrive at Honolulu within 20 hours after leaving Pt. Loma astern.

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Fleet aviation authorities stress that the flight is merely a routine delivery of new aircraft built for the navy by the Consolidated plant at Lindbergh field. Six surface craft will act as patrol guards. These vessels will be spaced at intervals between Pt. Loma and Diamond Head.

The airboats have a wing spread of 105 feet. The hulls are 63½ feet long and 18½ feet high. They are powered with two Pratt-Whitney engines.

The National Broadcasting company will feature a coast-to-coast description of the take-off of the planes from San Diego.

Personnel Listed

Personnel of the 12-plane squadron follows:

Patrol plane 1—Lt. Comdr. W. M. McDade, squadron commander and first pilot; Lt. C. H. Ostrom, L. Serpa, H. Hurley, T. D. Dovell, E. J. McCormick, R. L. Fourcher.

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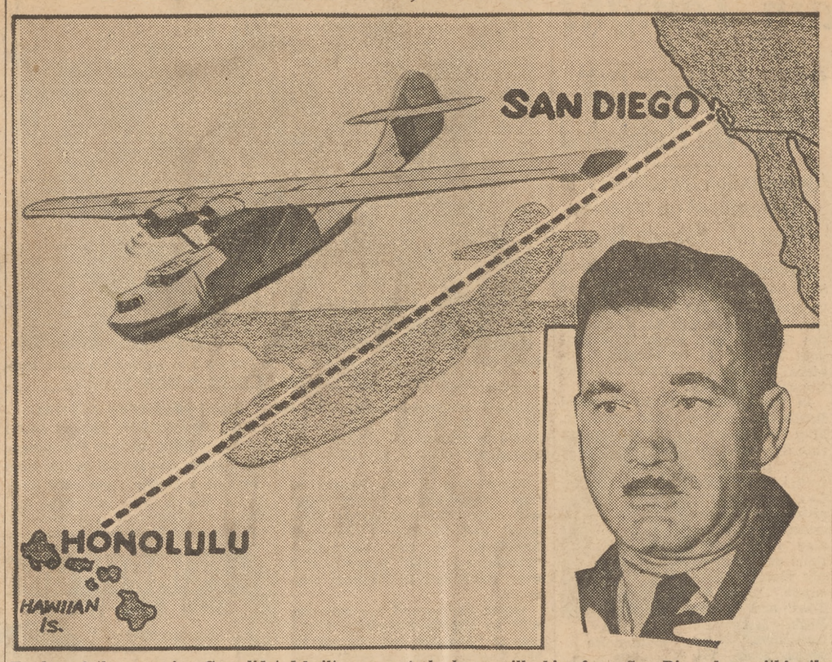
READY FOR 2553-MILE, 20-HOUR PACIFIC HOP



Twelve of these roaring Consolidated-built navy patrol planes will skim from San Diego bay within the next 72 hours, drone to a rendezvous at 10,000 feet and start on their way to Honolulu—20 hours and 2553 miles away. Lt. Comdr. William McDade (inset) will be in command.

PLANES AT MERCY OF 'WALL OF WIND' NEAR ISLANDS

S.D. TRIBUNE 1-29-37

A "wall of wind," which tossed the planes about as though they were toy balloons, was one of the weather hazards encountered by the 80 navy fliers in their 2553-mile San Diego-Honolulu flight yesterday and last night. A graphic account of the flight of the 12 San Diego-built planes through a storm they encountered when 300 miles out of Honolulu was given by The Associated Press today after the fliers had landed safely at Honolulu.

"It was cold during the storm," said Lt. Comdr. William H. McDade, flight commander, who did not appear tired after the flight was over. "For an hour and a half we battled the storm which extended for 150 miles along our course, and we could not get through it or around it. Finally we had to turn back and climb to 14,000 feet to get over it. The weather was as thick as pea soup, and trapped us completely."

Throughout the flight the planes flew in squadron formation. McDade expressed satisfaction with the performance of the flying boats.

As weather conditions varied, the speed ranged between 87 and 162 miles an hour.

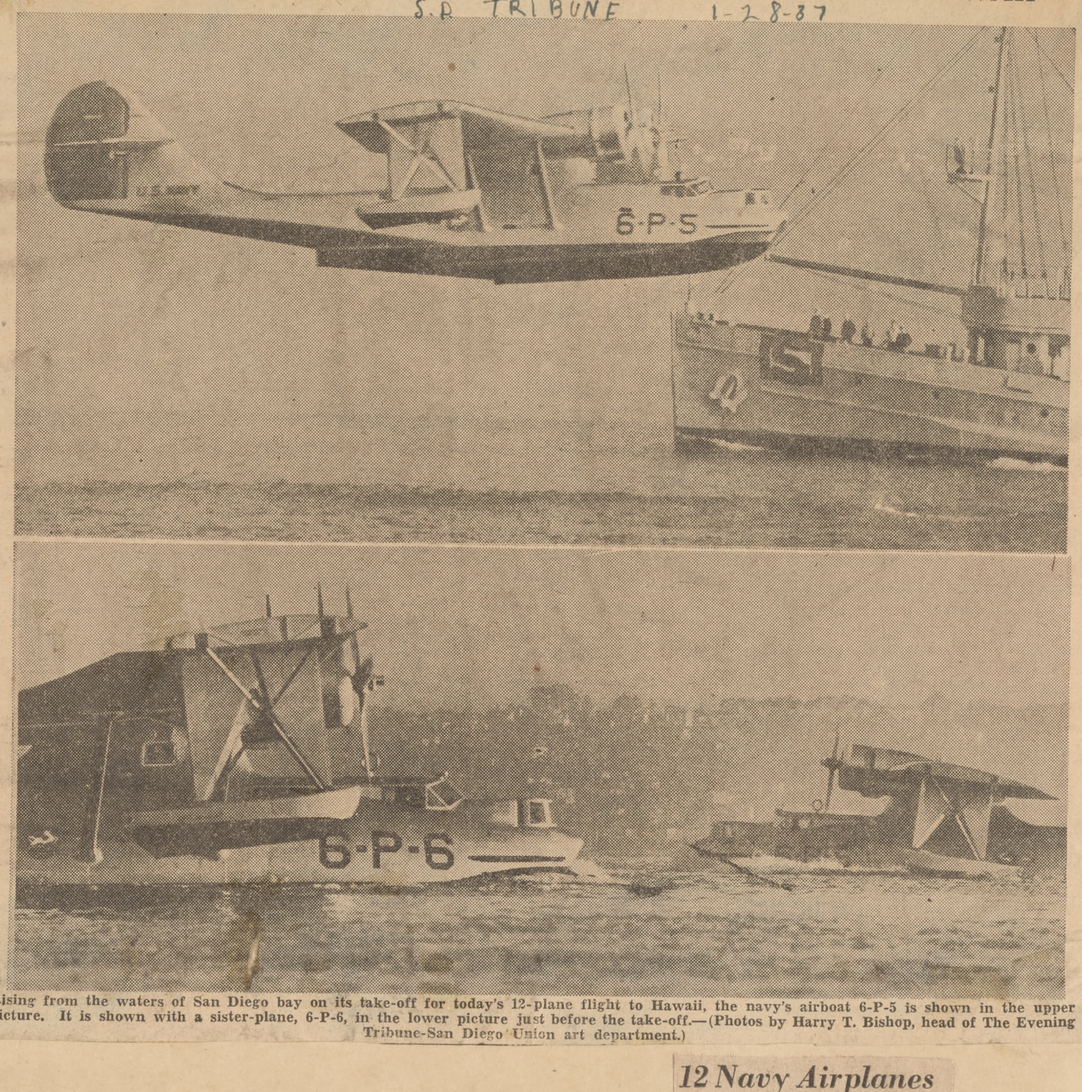
The thick weather shut off visibility so badly that McDade said he was uncertain of his navigation at times. When he did not sight the U.S.S. Pelican, station ship, he flew into Pearl Harbor on bearings.

Louis Serpa, second pilot of McDade's plane, describing the battle against the storm, said: "We kept digging at the thick weather, trying to get through or around it. But we were unsuccessful, so McDade gave the order to split into four 3-plane groups. We set a compass course and ploughed through the middle of the storm. As we plunged into it, we hit winds from every side, making rough riding like going over Niagara falls. Then we hit a clear spot and soared high to fly over the storm.

"Another time, we were flying at 10,000 feet when we reached a cloud bank extending down to water. We hit a wall of wind which threw us up like toy balloons."

PLANES PASS FIRST STATION SHIP ON FLIGHT TO HAWAII

S.D. TRIBUNE 1-28-37



Rising from the waters of San Diego bay on its take-off for today's 12-plane flight to Hawaii, the navy's airboat 6-P-5 is shown in the upper picture. It is shown with a sister-plane, 6-P-6, in the lower picture just before the take-off.—(Photos by Harry T. Bishop, head of The Evening Tribune-San Diego Union art department.)

AIR FLEET REACHES HAWAII AFTER BATTLING VICIOUS GALE

L.A. TIMES 1-30-37

HONOLULU, Jan. 29. (AP)—Twelve large sky cruisers, boring through a terrific storm that momentarily stopped them "cold," sailed into Honolulu today to complete with military precision the greatest nonstop ocean mass flight ever attempted.

Carrying eighty men, the planes made a "routine transfer" from San Diego to Honolulu, 2553 miles, in twenty-one hours, forty-three minutes, official elapsed time. They alighted on Pearl Harbor in the glare of powerful floodlights at 3:50 a.m.

About 300 miles out of Honolulu the air squadron ran into treacherous winds that tossed the giant planes like they were corks.

"For an hour and a half," said Lieutenant - Commander William H. McDade, the flight chief, "we battled the storm but could not get through. Thick as pea soup, it had trapped us completely. At one point it momentarily stopped us cold."

The squadron eventually soared into a clear spot which enabled it to climb over the remainder of the storm.

McDade said the weather was so thick that he was uncertain of his navigation at times. He did not sight the U.S.S. Pelican, last of seven surface ships stationed along the route.

12 Navy Airplanes Away to Honolulu In Greatest Flight

WASH-POST 1-30-37

By The Associated Press.

San Diego, Calif., Jan. 28.—The Navy's 12 newest sky cruisers winged westward tonight bent on a new record—the greatest non-stop over-water massed air flight in American aviation history—San Diego to Honolulu.

Two miles high, in trim squadron formation, they started for the Hawaiian Islands at 8:35 a. m. (Pacific time), 11:35 a. m. Eastern standard time). There were 80 men aboard, 7 in some ships and 6 in others.

With 1,125 nautical miles of open sea traversed, Lieut. Cmdr. William M. McDade radioed at 8:30 p. m. (11:30 p. m. Eastern standard time) "We've psssed the half-way mark with no trouble."

It took an hour and 33 minutes for Lieut. Comdr. McDade to get his ships into formation from the time the first took off the harbor waters.

In widening circles they flew to the rendezvous, 10,000 feet above Point Loma. Their goal was the still waters of Pearl Harbor, the naval station near Honolulu, 2,553 miles from here.

This is the first airplane flight from San Diego to the Hawaiian Islands.

Rear Admiral Ernest J. King, commander of the aircraft squadrons of the United States fleet base force, emphasized that the flight was not a stunt, but a normal transfer of new sky patrols of the fleet to the mid-Pacific outpost.

"We expect to have breakfast in the islands," said Lieut. Comdr. McDade.

He figured the flight would take some 20 hours. Three years ago a squadron of Navy patrols of the skies, six seaplanes, flew from San Francisco Bay to Pearl Harbor, 2,400 miles, in 24 hours and 25 minutes.

The sky cruisers that moved out today are larger and faster.

12 NAVY PLANES POISED TODAY

S.D. UNION

12 PLANES POISED FOR HAWAII HOP FROM S. D. TODAY

Squadron Ready to Take Off At 7 A. M. for 18-Hour Dash; Launchings at 6.

S.D. UNION 1-29-37

Weather conditions permitting, 12 Consolidated airboats comprising Squadron 6 of the fleet patrol wing, will take off from San Diego harbor at 7 o'clock this morning for a sustained flight of 2553 miles to Hawaii.

Rear Adm. Ernest J. King, commander of aircraft, base force, announced that the 12 planes were serviced and made ready for the world record-breaking flight late yesterday. The huge seaplanes, each weighing several tons, will be launched from the ramp on the north beach beginning at 6.

Acting on the request of newsreel and press cameramen and to accommodate relatives of officers and men making today's Hawaiian flight, George Shaver of the Coronado Ferry Co. announced last night that a special ferry will leave San Diego at 5:40 a. m. today.

Shaver said that the usual daily ferry service will be maintained following the departure of the special ferry.

Will Fly In Formation

If the wind is from the northwest, the heavily laden planes will use a two-mile runway extending along the main channel from the ferry fairway to a point abeam the Naval Training station. When clear of the water, the pilot of each plane will circle to a 10,000-foot rendezvous over Pt. Loma and then, when all ships are in formation, the squadron will swing westward across the Pacific.

Comdr. William McDade has the distinction of commanding on the spectacular and history-making flight the most powerful squadron of planes yet constructed for the world's navies. These Consolidated ships, part of an armada of 76 being built for the navy, are capable of 3000 miles of sustained flight without refueling. They are to be stationed at Pearl Harbor as replacements for obsolete seaplanes. In May they will participate with planes from the carrier divisions and surface craft in fleet Problem 18 in an area extending from Hawaii to Alaska and southward to the southern California coast.

Early Flights Recalled

A recapitulation of history-making flights graphically indicates the marvelous progress made in aircraft construction since the Wrights flew a couple of hundred feet at Kitty Hawk Dec. 17, 1903. The first "endurance" flight in Europe was made by Santos Dumont, Sept. 13, 1906, when he flew 700 feet in 21 seconds.

Gradually the distance for seaplanes was extended until the late Comdr. John Rodgers flew 1992 miles in an attempted flight from San Pablo bay to Hawaii, Aug. 31, 1925. Rodgers was forced down and drifted nine days before sailing his plane under a jury rig to shore. The navy officer grew a beard a foot long in this combined air and sea voyage.

Last January, Comdr. Knefler McGinnis, also taking off from San Pablo bay, piloted a squadron of six navy planes to Hawaii without mishap. He was 22 hours making the 2053-mile flight.

New Record Seen

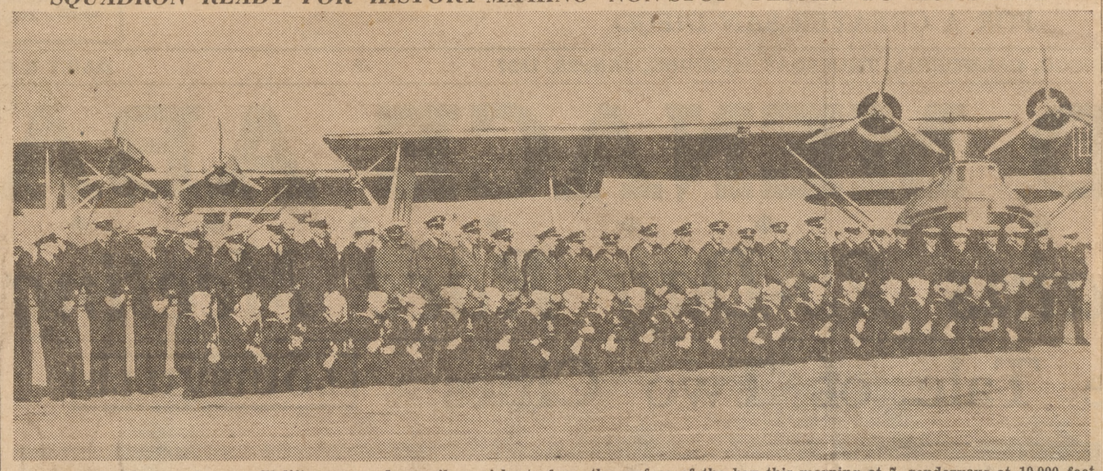
Should Comdr. McDade get his squadron of 12 ships away from the Pt. Loma rendezvous at 8 o'clock this morning, he will sight Diamond Head within 18 hours if no serious head winds are encountered. This is about four days ahead of the fastest time made by steamer, clips four hours off Comdr. McGinnis' record and eclipses by three hours and 50 minutes the San Francisco-Hawaii flight time of Lts. Maitland and Hegenberger who flew an army land plane. It exceeds by several hundred miles the non-stop flight record over water of the Italian squadron commanded by Gen. Balbo in its trip from Italy to Chicago four years ago.

Barring mishaps, Comdr. McDade and his 80 officers and men will breakfast this morning at San Diego and tomorrow they will have a similar repast in Hawaii. The flight will be history making in many respects in that it definitely will place San Diego on the airway connecting California with Asia and Australia.

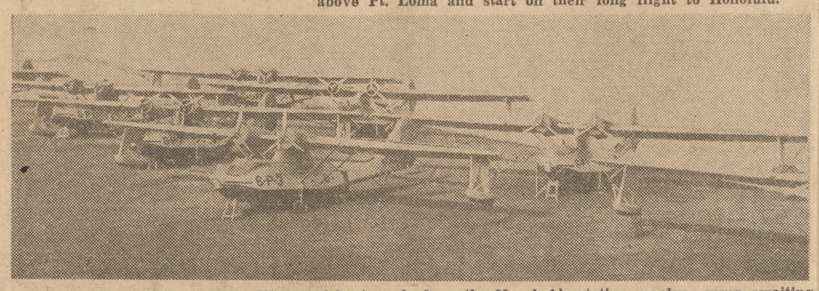
PACIFIC DASH SCHEDULED TO TAKE 18 HOURS

(Continued from Page 1)

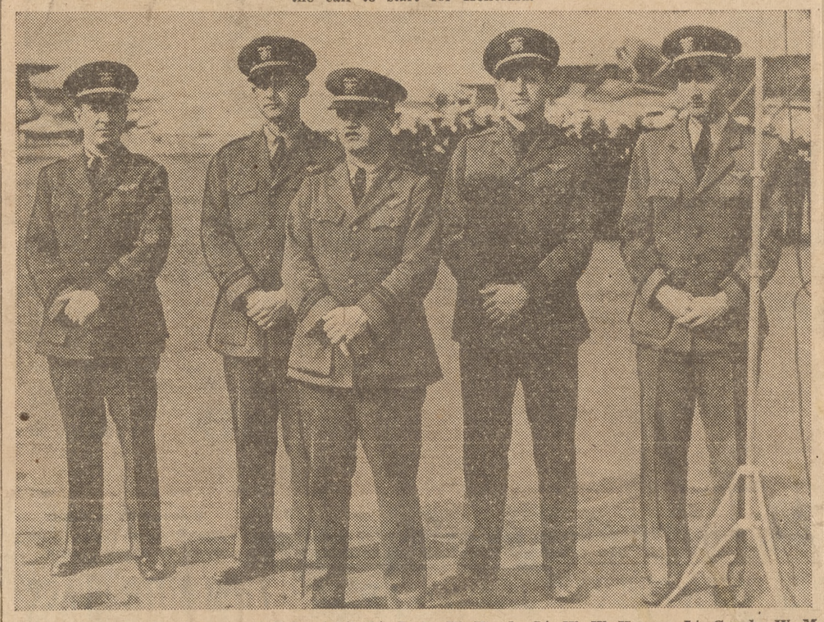
SQUADRON READY FOR HISTORY-MAKING NON-STOP FLIGHT TO HONOLULU



These naval officers and men will lift an even dozen silver airboats from the surface of the bay this morning at 7, rendezvous at 10,000 feet above Pt. Loma and start on their long flight to Honolulu.



A study of a few of the 12 Consolidated airboats, poised on the Naval Air station seaplane ramp awaiting the call to start for Honolulu.



Flight officers for the trip are (left to right) Lt. R. D. W. Woods, Lt. W. W. Harvey, Lt. Comdr. W. M. McDade, squadron commander; Lt. (jg) G. C. Briant, Lt. (jg) J. B. H. Young.

12 Navy Planes Fought Storm On Pacific Hop

WASH POST 1-30-37

Comdr. McDade Tells of Winds That Delayed Nonstop Flight.

By the Associated Press.

Honolulu, Jan. 29.—Twelve big navy sky cruisers bored through a terrific storm that momentarily stopped them "cold" and sailed into Honolulu today to complete with military precision the greatest nonstop ocean mass flight in American aviation history.

Carrying 80 men, the planes made a "routine transfer" from San Diego to Honolulu, 2,553 miles, in 21 hours 43 minutes official elapsed time. They alighted on Pearl Harbor in the glare of powerful floodlights at 3:50 a. m. (9:20 a. m. Eastern standard time).

About 300 miles out of Honolulu the air squadron ran into treacherous winds that tossed the giant planes as though they were corks.

"For an hour and a half," said Lieut. Comdr. William H. McDade, the flight chief, "we battled the storm, but could not get through. Thick as pea soup, it had trapped us completely. At one point it momentarily stopped us cold."

Louis Serpa, second pilot in McDade's plane, said the flight chief finally ordered the squadron to split up into three-plane groups.

"The planes in each group had to fly within 25 feet of their leaders in order to see each other," said Serpa. "We hit winds on every side, making rough riding, like going over Niagara Falls. At 9,000 feet we hit a wall of wind that threw us up like a toy balloon."

The squadron eventually soared into a clear spot and climbed over the remainder of the storm.

Aerial Fleet Speeds West

L.A. TIMES 1-29-37

Twelve Giant Flying Boats Making Mass Hop From San Diego

SAN DIEGO, Jan. 28. (AP)—With 1125 nautical miles of open sea already traversed, Lieutenant-Commander William M. McDade, commanding the Navy's twelve-plane squadron en route from San Diego to Honolulu, radioed "we've passed the halfway mark with no trouble," at 8:30 p.m. tonight.

At 6:57 o'clock this morning the first of the huge patrol planes, commanded by Lieutenant-Commander W. W. McDade, roared off the bay waters near the naval air station ramp and disappeared into the gray haze off Point Loma.

SPEED PAST POINT LOMA

Just one hour later, the last plane left the water and the twelve planes maneuvered to a rendezvous at 10,000 feet and sped past Point Loma at 8:32 o'clock.

Described by naval officials as a routine flight, the planes are scheduled to reach Hawaii within eighteen or twenty hours, completing the 2553-mile flight entirely over water.

Some of the planes carry six men and others seven for a total crew in the armada of eighty men. Each plane carries 10,000 pounds of gasoline.

NEW PATROL BOATS

The planes engaged in the flight are new PBY type patrol boats, recently constructed by Consolidated Aircraft Corporation here, and destined for duty in Honolulu waters.

12 NAVAL PLANES LAND IN HONOLULU

WASH. STAR 1-29-37

21 Hours and 48 Minutes Time for 2,553-Mile Flight From San Diego.

By the Associated Press.

HONOLULU, January 29.—Battling through thick weather in the last stages of their record-breaking flight, 12 huge United States naval seaplanes completed the longest over-water mass flight in history at 3:30 a.m. today (9:20 a.m. Eastern standard time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 feet to escape what Lieut. Comdr. William H. McDade described as "very bad weather."

Arrive in Formation.

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 a.m. (9:59 a.m. Eastern standard time).

The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Six in Previous Flight.

The only previous mass transpacific flight was three years ago when Lieut. Commander Kneffler McGinnis led a squadron of six naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

Today Comdr. McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectacular demonstration of the precision of naval flying.

McDade, who did not appear tired, related a bitter struggle with a storm which momentarily stopped the planes.

"It was cold," he said. "For an hour and a half we battled a severe storm when we were about 300 miles from Honolulu. The storm extended 150 miles along our course. We could not get through or around it.

Forced to Turn Back.

"Finally we had to turn back and climb to 14,000 feet to get over it. The weather was as thick as pea soup and trapped us completely."

Throughout the flight, even while battling the storm, the planes flew in squadron formation. The commander expressed satisfaction with the performance of the flying boats.

As weather conditions varied, the speed ranged between 87 and 162 miles an hour.

The thick weather shut off visibility so badly that McDade said he was uncertain of his navigation at times. The planes did not sight the U. S. S. Pelican, last of seven surface boats patrolling the course, and flew into Pearl Harbor on bearings.

12 HUGE PLANES POISED FOR FLIGHT FROM HERE TO HAWAII

S.D. SUN 1-27-37

TAKE-OFF LIKELY IN 72 HOURS AS WEATHER STUDIED

Final plans for the navy's epochal and history-making flight of 12 Consolidated airboats from San Diego to Hawaii were outlined to newsreel cameramen, press photographers and representatives of the National Broadcasting Co. at a conference at the Naval Air station yesterday afternoon.

Comdr. Charles Pownall, chief of staff, and Lt. Comdr. A. I. Price, operations officer on the staff of Rear Adm. Ernest J. King, and Lt. Comdr. William McDade, commander of patrol squadron 6, explained to the group the completed arrangements for the flight.

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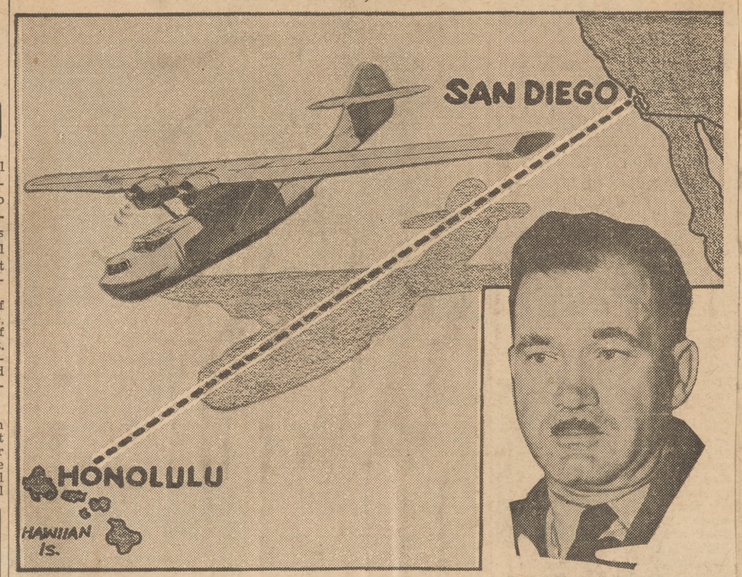

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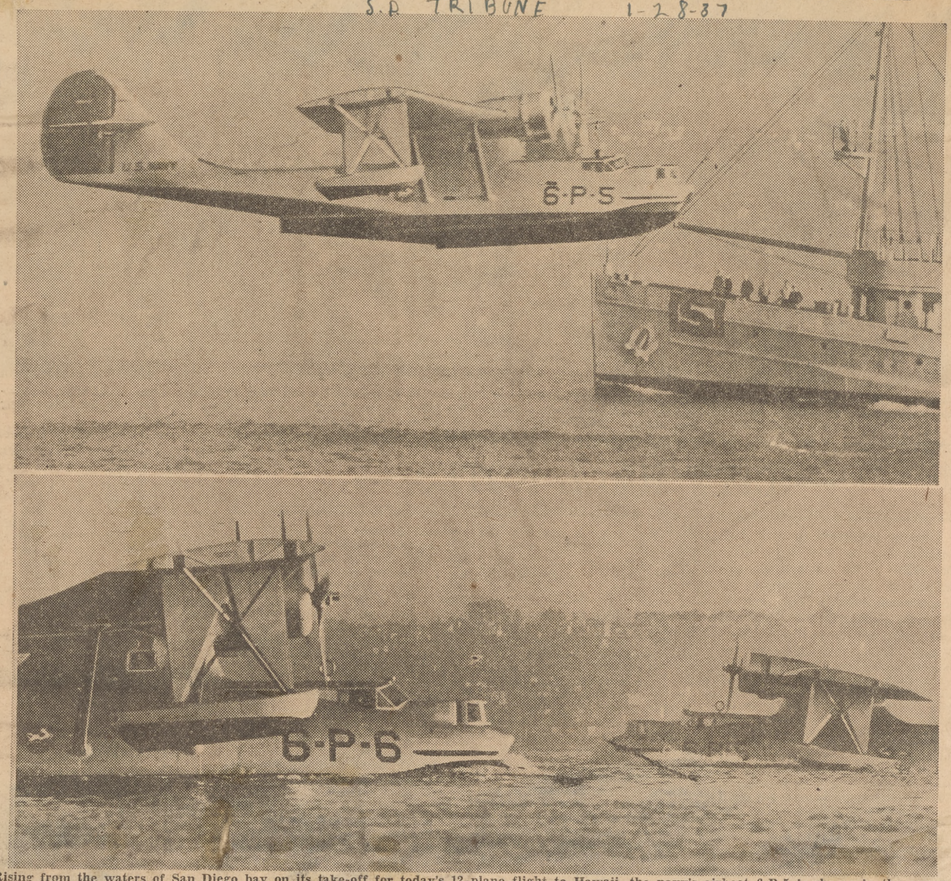
S.D. TRIBUNE 1-28-37



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AIR FLEET REACHES HAWAII AFTER BATTLING VICIOUS GALE

L.A. TIMES 1-30-37

HONOLULU, Jan. 29. (AP)—Twelve large sky cruisers, boring through a terrific storm that momentarily stopped them "cold," sailed into Honolulu today to complete with military precision the greatest nonstop ocean mass flight ever attempted.

Carrying eighty men, the planes made a "routine transfer" from San Diego to Honolulu, 2553 miles, in twenty-one hours, forty-three minutes, official elapsed time. They alighted on Pearl Harbor in the glare of powerful floodlights at 3:50 a.m.

About 300 miles out of Honolulu the air squadron ran into treacherous winds that tossed the giant planes like they were corks.

"For an hour and a half," said Lieutenant - Commander William H. McDade, the flight chief, "we battled the storm but could not get through. Thick as pea soup, it had trapped us completely. At one point it momentarily stopped us cold."

The squadron eventually soared into a clear spot which enabled it to climb over the remainder of the storm.

McDade said the weather was so thick that he was uncertain of his navigation at times. He did not sight the U.S.S. Pelican, last of seven surface ships stationed along the route.

12 Navy Airplanes Away to Honolulu In Greatest Flight

WASH - POST 1-29-37

By The Associated Press.

San Diego, Calif., Jan. 28.—The Navy's 12 newest sky cruisers winged westward tonight bent on a new record—the greatest non-stop over-water massed air flight in American aviation history—San Diego to Honolulu.

Two miles high, in trim squadron formation, they started for the Hawaiian Islands at 8:35 a. m. (Pacific time), 11:35 a. m. Eastern standard time). There were 80 men aboard, 7 in some ships and 6 in others.

With 1,125 nautical miles of open sea traversed, Lieut. Cmdr. William M. McDade radioed at 8:30 p. m. (11:30 p. m. Eastern standard time) "We've pssed the half-way mark with no trouble."

It took an hour and 33 minutes for Lieut. Comdr. McDade to get his ships into formation from the time the first took off the harbor waters.

In widening circles they flew to the rendezvous, 10,000 feet above Point Loma. Their goal was the still waters of Pearl Harbor, the naval station near Honolulu, 2,553 miles from here.

This is the first airplane flight from San Diego to the Hawaiian Islands.

Rear Admiral Ernest J. King, commander of the aircraft squadrons of the United States fleet base force, emphasized that the flight was not a stunt, but a normal transfer of new sky patrols of the fleet to the mid-Pacific outpost.

"We expect to have breakfast in the islands," said Lieut. Comdr. McDade.

He figured the flight would take some 20 hours. Three years ago a squadron of Navy patrols of the skies, six seaplanes, flew from San Francisco Bay to Pearl Harbor, 2,400 miles, in 24 hours and 25 minutes.

The sky cruisers that moved out today are larger and faster.

12 NAVY PLANES POISED FOR SAN DIEGO-HAWAII HOP TODAY

12 PLANES POISED FOR HAWAII HOP FROM S. D. TODAY

S.D. UNION 1-28-37

Squadron Ready to Take Off At 7 A. M. for 18-Hour Dash; Launchings at 6.

Weather conditions permitting, 12 Consolidated airboats comprising Squadron 6 of the fleet patrol wing, will take off from San Diego harbor at 7 o'clock this morning for a sustained flight of 2553 miles to Hawaii.

Rear Adm. Ernest J. King, commander of aircraft, base force, announced that the 12 planes were serviced and made ready for the world record-breaking flight late yesterday. The huge seaplanes, each weighing several tons, will be launched from the ramp on the north beach beginning at 6.

Acting on the request of newsreel and press cameramen and to accommodate relatives of officers and men making today's Hawaiian flight, George Shaver of the Coronado Ferry Co. announced last night that a special ferry will leave San Diego at 5:40 a. m. today.

Shaver said that the usual daily ferry service will be maintained following the departure of the special ferry.

Will Fly In Formation

If the wind is from the northwest, the heavily laden planes will use a two-mile runway extending along the main channel from the ferry fairway to a point abeam the Naval Training station. When clear of the water, the pilot of each plane will circle to a 10,000-foot rendezvous over Pt. Loma and then, when all ships are in formation, the squadron will swing westward across the Pacific.

Comdr. William McDade has the distinction of commanding on the spectacular and history-making flight the most powerful squadron of planes yet constructed for the world's navies. These Consolidated ships, part of an armada of 76 being built for the navy, are capable of 3000 miles of sustained flight without refueling. They are to be stationed at Pearl Harbor as replacements for obsolete seaplanes. In May they will participate with planes from the carrier divisions and surface craft in fleet Problem 18 in an area extending from Hawaii to Alaska and southward to the southern California coast.

Early Flights Recalled

A recapitulation of history-making flights graphically indicates the marvelous progress made in aircraft construction since the Wrights flew a couple of hundred feet at Kitty Hawk Dec. 17, 1903. The first "endurance" flight in Europe was made by Santos Dumont, Sept. 13, 1906, when he flew 700 feet in 21 seconds.

Gradually the distance for seaplanes was extended until the late Comdr. John Rodgers flew 1992 miles in an attempted flight from San Pablo bay to Hawaii, Aug. 31, 1925. Rodgers was forced down and drifted nine days before sailing his plane under a jury rig to shore. The navy officer grew a beard a foot long in this combined air and sea voyage.

Last January, Comdr. Knefler McGinnis, also taking off from San Pablo bay, piloted a squadron of six navy planes to Hawaii without mishap. He was 22 hours making the 2053-mile flight.

New Record Seen

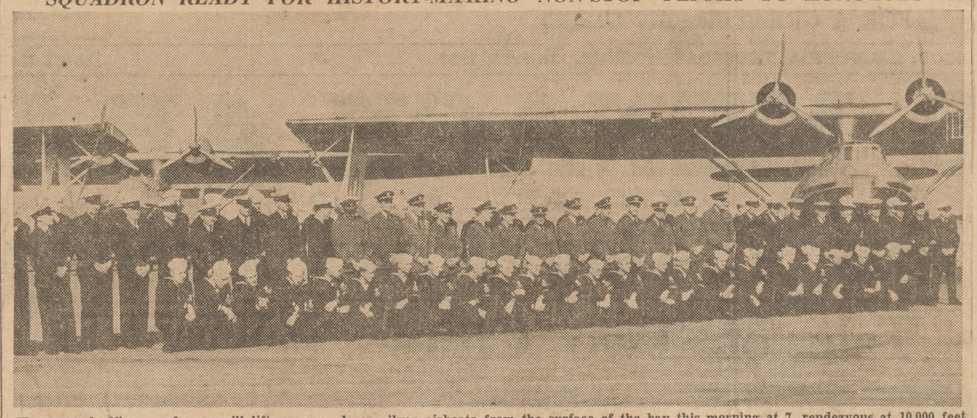
Should Comdr. McDade get his squadron of 12 ships away from the Pt. Loma rendezvous at 8 o'clock this morning, he will sight Diamond Head within 18 hours if no serious head winds are encountered. This is about four days ahead of the fastest time made by steamer, clips four hours off Comdr. McGinnis' record and eclipses by three hours and 50 minutes the San Francisco-Hawaii flight time of Lts. Maitland and Hegenberger who flew an army land plane. It exceeds by several hundred miles the non-stop flight record over water of the Italian squadron commanded by Gen. Balbo in its trip from Italy to Chicago four years ago.

Barring mishaps, Comdr. McDade and his 80 officers and men will breakfast this morning at San Diego and tomorrow they will have a similar repast in Hawaii. The flight will be history making in many respects in that it definitely will place San Diego on the airway connecting California with Asia and Australia.

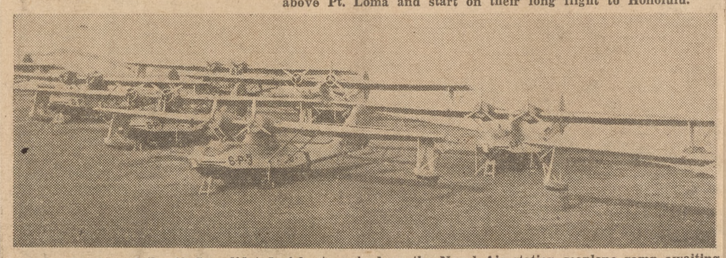
PACIFIC DASH SCHEDULED TO TAKE 18 HOURS

(Continued from Page 1)

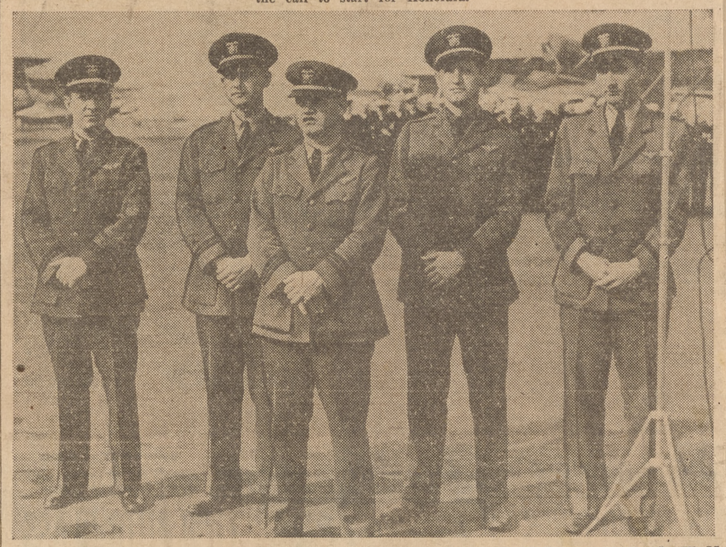
SQUADRON READY FOR HISTORY-MAKING NON-STOP FLIGHT TO HONOLULU



These naval officers and men will lift an even dozen silver airboats from the surface of the bay this morning at 7, rendezvous at 10,000 feet above Pt. Loma and start on their long flight to Honolulu.



A study of a few of the 12 Consolidated airboats, poised on the Naval Air station seaplane ramp awaiting the call to start for Honolulu.



Flight officers for the trip are (left to right) Lt. R. D. W. Woods, Lt. W. W. Harvey, Lt. Comdr. W. M. McDade, squadron commander; Lt. (jg) G. C. Briant, Lt. (jg) J. B. H. Young.

12 Navy Planes Fought Storm On Pacific Hop

WASH POST 1-30-37

Comdr. McDade Tells of Winds That Delayed Nonstop Flight.

By the Associated Press.

Honolulu, Jan. 29.—Twelve big navy sky cruisers bored through a terrific storm that momentarily stopped them "cold" and sailed into Honolulu today to complete with military precision the greatest nonstop ocean mass flight in American aviation history.

Carrying 80 men, the planes made a "routine transfer" from San Diego to Honolulu, 2,553 miles, in 21 hours 43 minutes official elapsed time. They alighted on Pearl Harbor in the glare of powerful floodlights at 3:50 a. m. (9:20 a. m. Eastern standard time).

About 300 miles out of Honolulu the air squadron ran into treacherous winds that tossed the giant planes as though they were corks.

"For an hour and a half," said Lieut. Comdr. William H. McDade, the flight chief, "we battled the storm, but could not get through. Thick as pea soup, it had trapped us completely. At one point it momentarily stopped us cold."

Louis Serpa, second pilot in McDade's plane, said the flight chief finally ordered the squadron to split up into three-plane groups.

"The planes in each group had to fly within 25 feet of their leaders in order to see each other," said Serpa. "We hit winds on every side, making rough riding, like going over Niagara Falls. At 9,000 feet we hit a wall of wind that threw us up like a toy balloon."

The squadron eventually soared into a clear spot and climbed over the remainder of the storm.

Aerial Fleet Speeds West

L.A. TIMES 1-29-37

Twelve Giant Flying Boats Making Mass Hop From San Diego

SAN DIEGO, Jan. 28. (AP)—With 1125 nautical miles of open sea already traversed, Lieutenant-Commander William M. McDade, commanding the Navy's twelve-plane squadron en route from San Diego to Honolulu, radioed "we've passed the halfway mark with no trouble," at 8:30 p.m. tonight.

At 6:57 o'clock this morning the first of the huge patrol planes, commanded by Lieutenant-Commander W. W. McDade, roared off the bay waters near the naval air station ramp and disappeared into the gray haze off Point Loma.

SPEED PAST POINT LOMA

Just one hour later, the last plane left the water and the twelve planes maneuvered to a rendezvous at 10,000 feet and sped past Point Loma at 8:32 o'clock.

Described by naval officials as a routine flight, the planes are scheduled to reach Hawaii within eighteen or twenty hours, completing the 2553-mile flight entirely over water.

Some of the planes carry six men and others seven for a total crew in the armada of eighty men. Each plane carries 10,000 pounds of gasoline.

NEW PATROL BOATS

The planes engaged in the flight are new PBY type patrol boats, recently constructed by Consolidated Aircraft Corporation here, and destined for duty in Honolulu waters.

LAND IN HONOLULU

WASH STAR 1-29-37

21 Hours and 48 Minutes Time for 2,553-Mile Flight From San Diego.

By the Associated Press.

HONOLULU, January 29.—Battling through thick weather in the last stages of their record-breaking flight, 12 huge United States naval seaplanes completed the longest over-water mass flight in history at 3:30 a.m. today (9:20 a.m. Eastern standard time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 feet to escape what Lieut. Comdr. William H. McDade described as "very bad weather."

Arrive in Formation.

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 a.m. (9:59 a.m. Eastern standard time).

The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Six in Previous Flight.

The only previous mass transpacific flight was three years ago when Lieut. Commander Kneffler McGinnis led a squadron of six naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

Today Comdr. McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectacular demonstration of the precision of naval flying.

McDade, who did not appear tired, related a bitter struggle with a storm which momentarily stopped the planes.

"It was cold," he said. "For an hour and a half we battled a severe storm when we were about 300 miles from Honolulu. The storm extended 150 miles along our course. We could not get through or around it.

Forced to Turn Back.

"Finally we had to turn back and climb to 14,000 feet to get over it. The weather was as thick as pea soup and trapped us completely."

Throughout the flight, even while battling the storm, the planes flew in squadron formation. The commander expressed satisfaction with the performance of the flying boats.

As weather conditions varied, the speed ranged between 87 and 162 miles an hour.

The thick weather shut off visibility so badly that McDade said he was uncertain of his navigation at times. The planes did not sight the U. S. S. Pelican, last of seven surface boats patrolling the course, and flew into Pearl Harbor on bearings.

S. D. Naval Air Squadron Nearing Hawaii

S.D. UNION 1-29-37

TAIL WIND SPEEDS 12 BIG PLANES

Record Mass Flight Said 'Without Incident' Over Major Part of Trip; Radio Communication Constant.

BULLETIN

Sixteen hours out of San Diego the 12 giant navy airboats that took off from here at 8:30 a. m. yesterday were 610 miles from Honolulu at 12:30 a. m. today, according to a radio message received by the navy here. The squadron, The Associated Press reported from Honolulu, was expected to land at 5:30 a. m. (San Diego time). At the 12:30 a. m. report, the planes had covered 1943 miles.

Flying in tight V formation high over calm Pacific waters, the navy's 12-plane squadron en route to Honolulu on the largest transpacific flight ever attempted, was nearing Honolulu this morning.

The flight of the 12 huge dual-motored planes was "without incident so far," high-ranking officials at North island air station said. Radio communication between ships and stations and between the planes and the shore was being kept at a minimum, officers said, so that "the air will be quiet if anything occurs."

In Constant Touch

Throughout the day and early evening direct communication between the ships and the U. S. S. Wright, at anchor at the air station, was maintained without interruption. Every two hours, Comdr. William McDade, flight commander, reported his position and the weather conditions as the planes skirted a low-pressure area in their path.

Progress of the ships was retarded during early hours of the flight as two periods of headwinds were encountered. Late in the evening, however, Comdr. McDade reported a brisk tail wind was speeding the ships on their way. Naval officials refused to predict a time of arrival for the planes.

The pilots of VP-6 squadron of the fleet patrol wing lifted their 14-ton long-range patrol airboats into the skies soon after dawn yesterday.

Early Take-Off

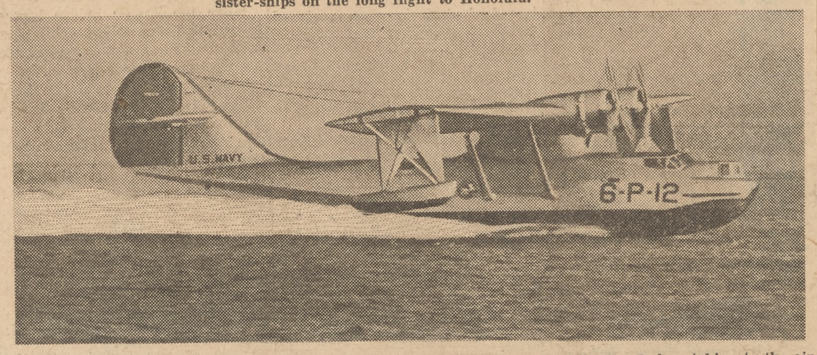
A full moon was just setting in the cloud banks on the western horizon when the first of the 12 airboats began thundering down the two-mile take-off course. The spindrift barely had cascaded from the wings when plane No. 2's motors, spinning the propellers at full blast, added to the noise which could be heard plainly several miles.

An airboat following in the wake of Comdr. McDade's flagplane ran into trouble when it tried to buck the waves kicked up in the bay by the slipstream of plane No. 1. Heading about, Lt. D. B. Brokenshire tried again and this time he was successful. Three other ships also had to taxi a second time before they lifted clear of the water.

The usual handicaps confronting heavily laden seaplanes taking off at dawn occurred again. The wind shifted. So did the pilots. Quickly abandoning the two-mile northwesterly take-off area, the remainder of the planes swung southward from the ferry lane and roared in safety over the Silver strand to the Pacific.

Taking Off on Epochal Flight

Rolling down the Naval Air station seaplane ramp, the huge patrol airboat 6-P-6 enters the bay to join her sister-ships on the long flight to Honolulu.



Throwing spray from either side of her sharp prow, the 6-P-12 skims along the bay before taking to the air, Hawaii-bound.

Flagplane Goes First

It was 6:50 a. m. when the flagplane went aloft. At 8:35 the last of the 12 planes had reached the rendezvous two miles over Pt. Loma and with the beat of their wings sounding in unison, they headed out over the sea for the 2553-mile voyage to the crossroads of the Pacific.

Veteran naval aviators recalled that the successful take-off of the powerful airboats was strikingly different than when an attempt was made to launch an F-5-L, laden with three tons of sand, into the air 10 years ago. Then the ship literally had to be blown into the air by the slipstream of a plane taxiing just ahead.

Two hours out from San Diego Comdr. McDade reported by radio that the squadron was bucking head winds. This was expected to continue until the squadron had passed the third patrol ship, 900 miles offshore.

Six surface craft, the mine layers Chandler and Breese, mine sweepers Sandpiper, Swan, Gannett and Pelican, acted as patrols along the route. They were spaced about 300 miles apart. Reports from them indicated the planes would have fairly good weather all the way from Pt. Loma to Diamond Head. In mid-Pacific, with the gasoline supply lessened and a corresponding load lifted from the motors, the planes were expected to pick up speed until they were exceeding the cruise rate of 120 miles an hour.

Scenes reminiscent of Capt. Henry Mustin's flight from San Diego to the Canal Zone more than a decade ago and of the subsequent Hawaiian flights of Comdr. Rodgers and Comdr. McGinnis, occurred at the naval air station prior to yesterday's take-off. Families of the sky sailormen bade them an affectionate farewell because they will have to wait for the maritime strike to end before they can hope for return transportation to Hawaii.

The flight of the 12-plane squadron from San Diego to Honolulu constitutes a spectacular illustration of the modern tendency to cover vast distances in hours instead of days. Superb as are the ships commanded by Comdr. McDade, they will be far eclipsed by new craft whose plans and specifications are a closely guarded secret at the Consolidated plant at Lindbergh field.

Preparations made by the navy for clearing the take-off areas of the 12 big planes proved successful, it was reported at headquarters of the 11th naval district.

Rear Adm. Ernest J. King, commanding the base force aircraft units, yesterday afternoon sent a message to Rear Adm. Sinclair Gannon, district commandant, expressing appreciation at the way in which the harbor traffic situation was handled by district craft and by commercial vessels. Copies of the message, which stated that the cooperation of the naval and maritime interests contributed to the safety of the take-off, were sent to various maritime organizations here. Plane take-off areas previously had been marked off, and a system of warning signals had been published by the navy.

The beat of American naval aircraft wings over the Pacific is said to be only the forerunner of a great fleet of commercial aircraft that will connect San Diego with the intricate network of airways linking the capitals of China, Japan, Hawaii, the Philippines and Australia with India, French Indo-China, the Netherlands Indies and through the British Imperial airways with the leading cities of England and continental Europe.

Navy Fliers Set Record In Honolulu Hop

J.D. TRIBUNE 1-29-37

Battling through thick weather in the last stages of their record-breaking flight, 12 San Diego-built United States naval seaplanes completed the longest overwater mass flight in history at 6:20 a.m. (Pacific coast time) today.

Landing at Honolulu at 3:50 a.m. (Honolulu time) after a flight from here which started yesterday morning, they officially covered the 2553 miles in 21 hours and 48 minutes elapsed time, The Associated Press reports.

Secretary of the Navy Swanson expressed the navy's elation today over the successful completion of the mass flight. "While the flight was a routine one for delivery of new planes to replace obsolete ones now at Honolulu," he was quoted by The Associated Press, "it nevertheless was a grueling test of the new patrol planes and of the skill of the operating personnel. To fly 12 large planes in formation through all kinds of weather for a distance of 2600 miles and maintain a schedule of departure and arrival fixed several weeks ago is a gratifying example of the efficiency of our naval aviation."

During the last 300 miles, the squadron maneuvered between altitudes of 2000 and 15,000 feet to escape what Lt. Comdr. William H. McDade, flight commander, described as "very bad weather."

They came out into bright moonlight as they flew over the Pearl Harbor naval base in perfect formation, their flying lights twinkling. The first plane came down on the harbor at 4:29 a.m. (6:59 a.m. Pacific coast time). The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Patrol Boat Missed

The only previous mass transpacific flight was made three years ago when Lt. Comdr. Kneffler McGinnis led a squadron of six naval planes on another "routine flight" of 2400 miles from San Francisco bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

In the flight ending today, McDade led his squadron in circling Honolulu harbor for 39 minutes before the first plane swooped down to a perfect landing. Only 150 spectators, mostly families of the 80 fliers, were on hand to welcome the planes. Honolulans, accustomed to weekly transpacific flights of the big clipper planes, showed only slight interest in the navel maneuver.

The planes officially left San Diego yesterday at 8:32 a.m. (Pacific coast time). The first plane took to the air at 6:57 a.m., the last at 7:56 a.m., the fliers soaring over San Diego for half an hour to gain the 10,000-foot altitude sought for the start of the flight.

Weather conditions generally throughout the flight were reported good, although bad weather was encountered on the last 300 miles. Radio Corporation of America reported that McDade radioed that the armada dropped to within 2000 feet of the water to escape bad weather, and that the formation missed the last patrol boat between the mainland and the islands, the U.S.S. Pelican. After dropping to 2000 feet the planes then soared to an altitude of 15,000 feet. Previously, during the long, uneventful hours of their trip, they had held to 12,000 feet.

Rear Adm. Earnest J. King, commander, aircraft base force, said today he did not wish to make any statement concerning the flight. He previously has stressed that the flight was a "routine transfer of navy planes."

Consolidated Aircraft Corp. officials, builders of the planes, said: "While we naturally are very proud of the performance of the ships, credit for the successful flight must go to the navy and its pilots who performed the remarkable feat of so successfully taking the 12 planes on such a long overwater flight."

The navy spread its wings over the Pacific today in the greatest over-water flight it has attempted, when 12 giant flying boats left San Diego at 8:32 a.m. on a 2553-mile, nonstop flight to Honolulu.

Pass Station Ship

All 12 flying boats passed over the first station ship, U.S.S. Sandpiper, 340 miles out, at 12:30 p.m., according to word here.

So heavily loaded they required a run of more than two miles over the surface of the bay before they could rise, the planes, which were built by the Consolidated Aircraft Corp. here took to the air at intervals extending over the period of an hour. The first plane, flown by Lt. Comdr. William M. McDade, was lifted into the air at 6:57 a.m. The last plane to get off left the water at 7:56 a.m.

Two of the planes experienced some difficulty in taking off, observers reported. They were Nos. 6-P-6 and 6-P-8, the latter piloted by Lt. Comdr. J. L. Heap, who raced his craft three miles across the bay from the foot of Market st. to near La Playa and then was unable to get off the water. Both planes on their second attempt rose easily.

Once aloft the 12 remained over San Diego until 8:32 a.m., swinging back and forth over the bay and city to gain altitude before streaking out over Pt. Loma. They sought a 10,000-foot altitude here.

Tail Wind Indicated

Weather conditions at San Diego were good for the take-off, and the weather bureau reports that conditions over the route are good. There are no storms between San Diego and Honolulu charted on today's weather map, and wind directions and velocities indicate that the fliers will have moderate tail winds through out the flight.

The public's interest in the record flight was demonstrated by the crowds which assembled along the waterfront and on Pt. Loma to watch the planes depart. Cliff Rock, custodian of the Old Spanish Lighthouse, Cabrillo national monument, Pt. Loma, reports that there were several out-of-state cars out on the end of Pt. Loma early today to watch the planes. An extra early ferry was operated to accommodate friends and relatives of the fliers who wished to be at North Island for the take-off.

Wind conditions changed during the take-offs. The first planes roared down the bay from the foot of Market st., but a change in wind necessitated the last six planes coming up the bay from La Playa.

80 Men on Trip

The 80 navy officers and men making the flight hope to be in Honolulu within from 18 to 20 hours after leaving here. The planes are the most powerful yet constructed for any navy of the world, and are part of an armada of 76 being constructed for the navy. They are reported to be capable of 3000 miles of sustained flight without refueling.

Today's flight marks the first attempted from San Diego to Honolulu. It is not the first group flight of navy planes to Honolulu, six having been flown there from Alameda three years ago this month, a distance of 2053 miles.

Rear Adm. Ernest J. King, commander aircraft base force, describes the flight as a "ferry flight of patrol squadron six to Hawaii." The planes, replacing older craft at Honolulu, will participate in United States fleet problem 18 in May, when the fleet's annual spring exercises will be carried on in the north Pacific from Hawaii to Alaska and California.

S. D. GAINING IMPORTANCE AS PLANE-BUILDING CENTER

S. D. UNION 1-17-37

Consolidated Aircraft Plant, Source of Latest-Type Navy Craft, Employs 3613 Men; Construction Is Carried On in Secret; Wages Above Average, President Says.

1/17/37

By EDWARD T. AUSTIN

When the fleet of big navy planes left here last week for a practice flight, the products of one of San Diego's greatest industries was receiving a practical test. Not that they haven't been tested thoroughly before, nor that these are the first to be turned out, but they are impressive evidence that San Diego rapidly is becoming an important manufacturing center for the nation's defense.

In a little more than a year the Consolidated Aircraft plant, which manufactures the navy planes, has expanded until it employs 3613 men, 2985 of which are in actual production work. The remainder are in the plant as non-productive employes, such as time keepers, maintenance men, shipping and receiving clerks.

Some idea of the size of this industry which has sprung up in San Diego almost overnight and which has reached a proportion far beyond that imagined by a great many people who live here, can be gained by a realization that the payroll averages more than $100,000 a week and steadily is growing.

Unfortunately, perhaps, it isn't possible for San Diegans or anyone else to go through the plant. The development and manufacture of national defense mechanism is an industry that, while not 100 percent secret, is carried on in a way that one doesn't go barging in to have a look around without a pretty good reason. Only American citizens are employed there and only American citizens, and very few of them, are allowed to see the plant in operation.

Rumors Spread Fast

While the average citizen would not know a military secret if he saw it lying around, the navy department, which maintains close supervision over the Consolidated plant, takes no chances.

It is possible for San Diegans to know something of this huge business and industry that has sprung up in their midst. In any industry where there is so much necessary secrecy as in the manufacture of military equipment, the most casual observation soon develops into a rumor and from rumor it isn't far to wild reports of all sorts—most of them harmless, some of them vicious, but all of no value either to the industry or the community.

In the current issue of the Consolidator, monthly organ issued by the company, R. H. Fleet, president, talks to the employes through his regular column and reveals to them a number of facts which are not generally known. Particularly does he explode the frequently heard report that the company is getting rich on government contracts. There are no "cost-plus" contracts in the plant.

Under the Vinson act, Mr. Fleet explains, Consolidated is barred from profiting more than 10 percent on government contracts. As all the work being carried on is for the navy, the entire plant operations would come under that law. But, he goes on, that doesn't mean that the government guarantees the company 10 percent profit. The contracts are awarded on the basis of the lowest bids by responsible manufacturers and the fact that Consolidated obtained them indicates that its bid was the lowest. If it figures too low and loses money, that's too bad, but there's nothing to be done about it. If it bids high and makes more than 10 percent, the surplus must be turned back to the government.

The government doesn't take Consolidated's word for its operating and manufacturing costs. It has its own auditors on hand to check every item, just as 15 naval department inspectors check every piece of material that goes into the planes. Then too, he explained, there are a number of items of expense which the government does not allow and which must come out of the profit, if any, such as certain federal taxes, interest on borrowed money, advertising, publicity and other costs.

Pay Said Good

Denying another rumor that has gained some circulation, Mr. Fleet points out that no employe in Consolidated draws less than 40 cents an hour. In the last six months, 1700 men have been given pay increases as they developed in ability. The plant now is operating in two shifts, the day crews working on a base of 40 hours a week and all being given an extra five hours, for which time and a third is paid. The night crews also are on a 40 hour base but receive 10 extra hours a week at time and a third. Only the 14 executives in the plant fail to participate in the overtime.

Comparing Consolidated wages with those paid elsewhere, Mr. Fleet points out that department of labor statistics for August, the latest period compiled, showed that average weekly earnings for the aircraft industry in the United States were $26.07. In California, the industry as a whole paid $25.82. The average paid by Consolidated for that month was $28, or $1.93 better than the national average and $2.18 better than the state average for the industry. Since August, he said, numerous raises have been given so that the average here now is even higher.

"At this point," Mr. Fleet went on, "it might be of interest to you to know that the stockholders of Consolidated haven't received a dividend in more than eight years, with the exception of the preferred dividend, 6 percent a year, paid to holders of our recently issued preferred stock, which is in the same class as money borrowed and which was issued for the purpose of financing our recent plant expansion."

Efficiency Sought

Mr. Fleet explained that the reason he was going into all these phases of the industry was that a great many people have obtained an erroneous impression. He put it this way:

"There is just so much money in each contract and Consolidated can, at best, only benefit by a small percentage of it. So it is that when one man is able to produce some article in a more economical manner, thereby saving that much for the pot, he in turn receives just reward in the form of increased compensation. On the other hand, those on our payroll who increase the cost of our products by inefficiency are removing the possibility of increased wages to others. In the long run, these men are eliminated."

A trip through the plant would reveal a huge, light, airy and well-ventilated building, adequately heated during the cold weather by a central plant which blows clean, fresh air into each section. Every piece of equipment is as modern as next week and every convenience for the comfort of the employes has been provided. It would be difficult to find a better-looking industrial plant anywhere in the country and, on the whole, a better-cared-for group of workmen. In is an industry of which San Diego can feel proud.

FLEET FORECASTS PROSPEROUS FUTURE FOR CONSOLIDATED AIR; WARNS AGAINST 'IDLE RUMORS'

S. D. SUN 1-20-37

Aircraft Corporation Head Declares San Diego Plant Maintains "Above Average" Wage Scale; Lists Recent Promotions Among Workers

Major Reuben H. Fleet, president of Consolidated Aircraft Corp. today issued a smiling forecast that the 3613 employes of Consolidated would have steady work for at least a year and a half, and probably for as long as they wanted to stay in San Diego.

The forecast was part of the major's first-of-the-year statement, published in the January issue of the firm's publication, "Consolidator."

At the same time he predicted a long, prosperous era at the plant, Major Fleet also issued a warning to employes to be wary of subversive talk concerning wages and hours of employes.

"Persistent rumors have been circulated in San Diego that Consolidated employes are underpaid. Reference to authentic sources of information will show that this is not the case," he wrote.

Above Normal Wage

"The United States Department of Labor publishes statistical information for the entire country in its monthly labor review. On page 1285 of the last issue of this publication appears the information that the average weekly earnings for the entire aircraft industry in the United States were $26.07 in August, 1936. The State of California Labor Statistics report shows the avergae in California to have been $25.82 for the same month.

"Consolidated's weekly average during last August was $28, $1.93 better than the average for the nation and $2.18 better than the average for California."

Major Fleet's statement, as published in the Consolidator, follows in part:

"On the date of writing we have a total of 3613 employes on the payroll. Of this number 2985 are actual producing factory men: there are 412 more in the factory that may be classed as non-productive, such as maintenance men, inspectors, timekeepers, watchmen and janitors, shipping and receiving and other clerks, etc. The engineering department accounts for 152 and the general office has 64 employes, 44 of which are employed in the accounting department, the remaining 20 being officers and executives, their secretaries, etc.

Steady Work Ahead

"Every one of those 3613 employes has steady work. By that I mean that we have no employes on a 3-day week basis, no employes working only four or five hours a day and no employes on piece work. We have sufficient work ahead of us for a year and a half and expect to get more during that time. A majority of our employes should have steady work for years to come.

"As employes have become more skilled, voluntary increases have been made from time to time. I have checked back three months and find that since October 1, 1936, to the end of the year, over 1600 of our hourly employes have received increases. This comprises over 62 per cent of the total on the payroll at the beginning of that three-months period. In that same time, 94 of our salaried employes have received increases which comprises 28 per cent of our salaried staff.

These raises will cost Consolidated at the rate of $164,845.44 during the coming year ($147,052.80 to hourly employes, $17,792.64 to salaried employes).

No Dividends Paid

"At this point it might be of interest to you to know that the stockholders of Consolidated have not received a dividend in more than eight years, with the exception of the preferred dividend (6 per cent per annum) paid to holders of our recently issued preferred stock, which is in the same class as money borrowed and which was issued for the purpose of financing our recent plant expansion.

"Every man in the organization is under constant observation for promotion and for that reason, 1700 men have received increases during three months.

"We are working on a base of 40 hours per week and are temporarily offering five hours of overtime to everyone (except as to 14 of us on the executive payroll who work the overtime without the extra pay therefor) at time-and-a-third for the day shift, and ten hours overtime to everyone on the night shift at the same rate. This overtime costs us an extra bonus amounting to more than $200,000 per year. Everybody (except the 14) gets his share of this bonus.

"If we paid time-and-a-half, this bonus would cost over $300,000 per year—or about $1000 per working day. At such a penalty we could not afford very much overtime—only such as was absolutely necessary to maintain production. The Assistant Secretary of Labor told me the time-and-a-half provision in the Walsh-Healy Act was put there to force employers (because of the high penalty for overtime) to absorb as many as possible of the 11,000,000 odd men with no jobs. None of our current contracts comes under the Walsh-Healy Act.

"It seems to me that under our present system everybody gets the same treatment—whereas under a system offering spasmodic overtime, only a fortunate few would benefit thereby.

'Challenge Propaganda!'

"Since last May no employe has drawn less than 40 cents per hour.

"We have spent all we had, and our preferred stockholders have recently put up more, to provide us with ideal working conditions—a fine factory, well lighted, well heated, airy, sanitary, healthful and clean. Our business is not as dangerous to workers as many. It has a firm future and is an honorable way of making a living without resort to slave-killing methods.

Challenge propaganda unless you know it to be fact! Our products—our business—are founded upon truth!—R. H. FLEET."

Explorer To Fly Ocean In Big S. D. Plane

S. D. TRIBUNE 1-28-37

New Guinea Goal Of Air Cruiser Like Navy's

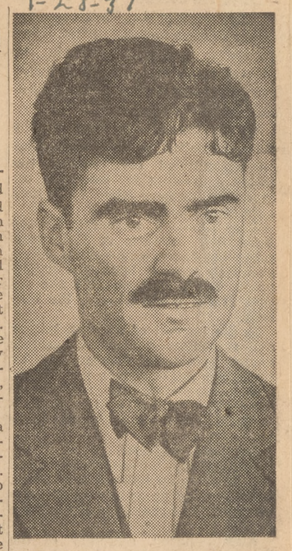
A San Diego-built plane now under construction by Consolidated Aircraft Corp., which will drop food instead of bombs and shoot with cameras instead of guns—although otherwise similar in construction and design to the 12 navy patrol planes which left here today for Honolulu, will be flown from the United States to New Guinea next winter in the interest of science. The plane, a Consolidated PBY-type flying boat, has been purchased by Richard Archbold, research associate of the department of mammals, American museum of natural history.

The route covered by the China clipper in its Pan-American Airways service across the Pacific probably will be followed by Archbold. He said he tentatively plans to cross by way of Hawaii, Midway island, Wake island and Guam, proceeding from the latter point straight south to New Guinea. The object of the expedition, which will be led by Dr. Austin L. Rand, who has accompanied Archbold on three previous expeditions to New Guinea, is to collect mammals, birds and plants, as well as to study the life history of birds and animals in the regions to be explored.

Plane To Drop Supplies

Archbold said the party of scientists probably will proceed to Hawaii by steamer, and that he then will pick them up there after flying the plane from the United States. He plans to be gone a year. During the expedition the plane will be used for "advanced base operations," flying over virtually inaccessible land and dropping foodstuffs and supplies by parachutes for use later by members of the expedition.

Archbold, 29, has a quiet manner and slow, almost drawling speech, which belies his exciting vocation. He has traveled in many strange places, and received his education, as he puts it, "any and everywhere." In 1928, when he was 21, and deeply engrossed in photography, his father got him a place as a photographer in an expedition to Madacasgar, sponsored by the American, British and French museums of natural history. He later went to New Guinea, and said that the worst part of the whole trip was the difficulty of transportation. Hence, he purchased a plane, which later turned over and was lost. With his new plane, he said, he will be able to carry larger loads than ever before and increase his range of exploration. He took 1500 pictures on his last expedition to New Guinea, and expects to take even more this next one. He plans to fly the big plane himself.

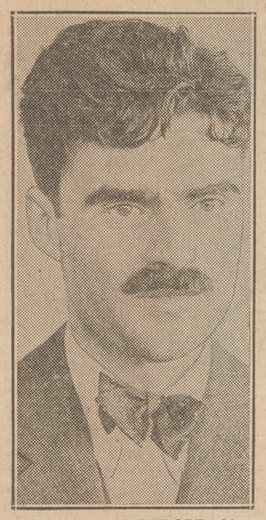


Richard Archbold, research associate of the department of mammals, American museum of natural history, who will fly a San Diego-built Consolidated BBY-type plane to New Guinea next winter.

He Can Do Just About Anything—In A Jungle

Richard Archbold, 29, Waits Delivery Of PBY Plane

S. D SUN 1-31-37



RICHARD ARCHBOLD, 29
Seeks new jungles to conquer.

At 29, Richard Archbold, a New Yorker with a British accent, has been chief pilot, chief photographer, and leader of tropical expeditions; he can rattle off the scientific names and complete descriptions of mammals from the Australian "teddy bear" (koala to him) to the giant panda of Manchukuo; and he can nonchalantly maneuver a giant amphibian plane against a cross wind into a seven-knot current of a narrow stream which offers only 50-foot clearance from the wing tips.

Mr. Archbold, apparently, has feared getting a one-track mind. In his extreme youth, he had ambitions to explore. Combine the two and you have quite a versatile person.

Strenuous Life Devotee

A devotee of the strenuous life, but not to the point of flaunting it in the face of every city-dweller he meets, Mr. Archbold is taking it relatively easy right now. Consolidated Aircraft Corp. has provided him with an office, and during the next few months he is going to watch them turn out one of their famous PBY patrol bombers for him.

First Private Sale

Mr. Archbold is purchaser of the first PBY to be sold a private individual. Of course, it won't carry any bombs or other armament. This daring young man will use the huge airboat on another expedition into New Guinea next November for the American Museum of Natural History. He happens to be Research Associate of the Department of Mammals in this venerable institution.

The plane will be used to penetrate inaccessible jungle country traversed by rivers. When advance parties travel miles away from their base camp, use of the PBY will enable Mr. Archbold to drop food to the scientists.

Extremely Shy

The aviator-explorer-photographer gives an impression of extreme shyness. He'd look younger were it not for his unruly shock of black hair and thick mustache. He doesn't remember where he picked up the accent. Yes, he's lived in Australia, but not long enough to speak like a dyed-in-the wool Britisher.

He got his first job at the age of 21 as photographer in an expedition to Madagascar, sponsored by the American, British and French Museums of Natural History. He wound up this trip as an animal collector, and found the work so fascinating he decided to make a career out of exploration, even if it meant living in fever-infested jugles much of his life.

Authority On Fever

Fever. That's another subject about which Mr. Archbold can talk authoritatively. He has provided lodging for malarial spirochetes since 1933. In the jungles you dose yourself continually with quinine to build up resistance against the dread tropical mosquito which squirts the malarial germ into your blood stream.

"I became careless in the 1933 expedition which I led into Papua, New Guinea," he recalled. "I neglected to take the quinine, and the inevitable fever hit me.

Medicine Can't Help

"When malaria strikes, there's nothing you can do. You just lie in agony waiting for the sickness to turn one way or the other. You either live or die. No medicine can help you."

The fever stayed in his blood stream after the attack passed.

Since then, he has never known when the next attack will occur. "That's the way with malaria," he said. "If it's in you, it's liable to pop up actively at any moment. Then your temperature can bounce up to 105 degrees in 15 minutes."

15 Grains Quinine Daily

Since his second attack last January, Mr. Archbold has been sentenced to a medicine diet of 15 grains of quinine daily. And you may know how quinine tastes.

Permission for the sale of the plane had to be granted by the State Department. Since delivery of a U. S. military craft is forbidden for one year after the first plane is received by the government, Mr. Archbold must wait until next November before taking the PBY out of the country.

He will probably follow the course taken by the 12 Navy bombers to Hawaii, continuing to Midway Island, Wake Island, Guam and thence to New Guinea. The scientists will join him in Hawaii.

NAVY AIRBOATS BEAT STORM TO HAWAII BASE

S.D SUN 1-24-37

Record Mass Flight Ends After S. D. Bombers Outrace Winds

Successfully fighting their way through a 'wall' of stormy weather 185 miles from Pearl Harbor, 12 Navy patrol bombers reached Honolulu at 6:20 a. m. (Pacific time) today to complete the most daring mass flight in U. S. aviation history, the United Press reported.

The first plane of the armada which flew the 2553-mile (2270 nautical miles) distance from San Diego to Hawaii landed at 6:29 a. m. and the other planes followed it to the water in rapid succession.

The exact total elapsed time of the flight, 21 hours and 48 minutes, was almost three hours less than that of the previous Navy trans-Pacific hop of six seaplanes led by Lieut.-Comd. Knefler McGinnis in January, 1934. Flying a distance about 200 miles shorter, from San Francisco to Hawaii, McGinnis' squadron crossed the Pacific in 24 hours, 45 minutes.

Two patches of unsettled weather delayed the planes on the long hop after they left San Diego at 8:30 a. m. yesterday. The first was encountered yesterday morning, soon after the takeoff. The second was early today when the fleet was within 185 miles of Pearl Harbor.

Driving rain and thunder showers forced the planes to shift from their course to escape the storm which earlier swept Oahu. Visibility became better closer to Honolulu and a brilliant moon flooded the ocean as the airmen winged their last few miles.

Through Bad Wall

Lieut. Arnold E. True, Pearl harbor aerologist, said that the "wall" of bad weather through which the fliers came was the worst reported in the area in years.

Wives and sweethearts of the aviators—left behind when the men left for San Diego last August—rushed to greet the men when then came ashore after crews, wearing bathing suits, swam out to attach mooring gears to the planes.

In Perfect Formation

The big airboats first were sighted rounding Makapuu Point, on the northeast corner of Oahu, at 5:49 a. m. At 6:20 a. m. they circled over Honolulu in perfect formation.

Six Navy surface craft were stationed across the ocean at 300-mile intervals to aid the fliers. The aircraft tender Pelican, 300 miles from Honolulu, was left behind before 3 a. m. and the fifth ship, the mine destroyer Breese, 610 miles out, was sighted at 12:30 a. m. today.

The new bombers, carrying 78 officers and enlisted men and two civilians, both employes of the builders, Consolidated Aircraft Corporation, will be used to replace obsolete planes in service in the Hawaiian islands area. They are forerunners of a giant fleet of 216 planes to be spotted at strategic points along the Pacific coast from Hawaii on the west to Puget Sound on the north and Panama on the south.

In Contact With S. D.

Regular contact was maintained with the San Diego Naval station, Pearl Harbor and the six surface craft stationed along the route, by means of powerful radio equipment.

The first surface ship, the aircraft tender Sandpiper, was passed at 12:30 p. m. about 340 miles at sea from San Diego. Headwinds were encountered which slowed down the giant seabirds.

Hold Speed Of 130

The destroyer Chandler, about 700 miles from San Diego, was sighted after the planes had skirted a low pressure area at 3:30 p. m. At 7:15 p. m. the planes passed the third patrol vessel, Gannet, about halfway on the 2553 mile journey (2270 nautical miles).

Two hours later, the fourth patrol ship, the aircraft tender Swan, was passed by the air fleet. By this time the weather had cleared and the squadron experienced no difficulty in holding and sometimes exceeding its cruising speed of 130 miles per hour.

The squadron of 12 planes is commanded by Lieut. Comdr. W. M. McDade of Pearl Harbor. Each ship carries a crew of six or seven and enough fuel for a 3000-mile flight.

Cooperation of the Harbor Department and other local maritime authorities was lauded today by Rear Adm. Ernest J. King, who declared that the difficult takeoffs of the 12 patrol bombers yesterday were considerably aided when civilian boats kept clear of the harbor runways.

In a dispatch to 11th Naval District headquarters, Adm. King recorded his appreciation, indicating that courtesy of commercial vessels had contributed to the safety of personnel in the big airboats.

The takeoff runways extended practically the entire length of the bay, from the ferry lanes to Point Loma, and even that distance of two to three miles was almost insufficient for the planes which did succeed in rising from the water in a westerly direction.

Finally, it became necessary for the pilots to take a course beginning at La Playa. With a little head wind helping to lift them from the water, they were able to shorten the runway at least a mile. S.D SUN 1-24-37

HONOLULU 'ALOHA' CAKE FINDS S. D. FLIERS RECEPTIVE

S.D TRIBUNE 2-9-37

Even a battle against the elements could not prevent the crew of the flagship in the navy's airplane San Diego-Honolulu flight from lining up for a share of "Aloha" cake at Honolulu at the end of the greatest mass flight, as shown here in an Associated Press photo. Left to right: E. J. McCormick, Louis Serpa, Lt. C. H. Ostrom, Lt. Comdr. W. M. McDade, flight commander; Henry Hutley, Thomas Duval, Reginald Fourcher. The storm the San Diego navy fliers encountered 11 days ago moved on across the Pacific and struck San Diego Saturday producing torrential rains here.

GANNET LEAVES ON MID-PACIFIC PATROL DUTY

S.D SUN 1-21-37

The San Diego aircraft tender Gannet left the harbor this morning for an unannounced destination in the Pacific, believed to be a point midway between here and Hawaii, where the vessel will undertake "plane guard" duty on the flight to Pearl Harbor next week of 12 Consolidated PBY patrol bombers.

Swan, Avocet Depart

Meanwhile, the aircraft tenders Swan and Avocet, attached to the Fleet Air Base at Pearl Harbor, left Hawaii yesterday, 11th Naval District headquarters were notified today. These ships will probably be stationed at 300-mile intervals and will constitute the last two plane guards on the long flight.

Following the Gannet, which will be posted approximately 1000 miles south of here, will be the aircraft tender Sandpiper, and the Wright, flagship of Rear Adm. Ernest J. King.

Airboats To Hop

The 12 airboats to make the flight are commanded by Lieut.-Comdr. William M. McDade of Pearl Harbor's Patrol Squadron Six. All have undergone 24-hour non-stop endurance tests and are beblieved in fit condition for the transpacific flight, which will probably start from Alameda.

'Plane Guards' To Leave

To engage in "plane guard" duty on the trans-Pacific flight next week of 12 Consolidated PBY patrol bombers, the flagship of Rear Adm. Ernest J. King, USS Wright, the aircraft tender Sandpiper and two destroyers will probably leave the harbor over the weekend. The Gannet preceded these craft to her station 1000 miles south of here yesterday.

Weather data will be flashed to the plane squadron in order that Lieut.-Comdr. William M. McDade, commanding officer, may decide the most satisfactory time of departure for the islands.

S.D. SUN ◇ ◇ ◇ 1-21-37

S.D SUN 1-19-37

There was a lot of scurrying about at Rockwell Field yesterday getting things in readiness for one of the rare surprise visits to San Diego by high-ranking Army officers.

With only a few hours advance notice, Brig. Gen. A. W. Robbins, assistant chief of the Army Air Corps in charge of the Materiel Division, dropped in on the depot for a semi-official tour of inspection.

Five Officers Accompany

Gen. Robbins was accompanied by five fellow officers in a Lockheed Electra Army transport. They were Lieut.-Col. Oliver P. Echols, chief of the engineering section of the Materiel Division; Lieut.-Col. William F. Voiandt, Maj. Bennett E. Meyers, who represented the Chief of the Air Corp's Field Service Section, under whose jurisdiction the Rockwell Field Air Depot operates, and pilots of the plane, Capts. Frank G. Irvin and Turner A. Sims Jr.

Probability that Consolidated Aircraft Corp. may soon bid on an Army plane contract was seen in the inspection of the local plant yesterday by Gen. Robbins, who is responsible for procurement of Army aviation equipment.

Paving of Ramp Approach To Start Today S.D.SUN 1-21-37

Paving of the runway extending to the municipal ramp was to begin today, weather permitting, Port Director Joe Brennan reported.

The paved strip will enable Consolidated Aircraft Corp. to move newly-built PBY planes to the ramp with little difficulty, according to Brennan. Launching of the airboats from an improvized ramp reached after "rough going" across a beach is a troublesome affair at present.

12 NAVAL PLANES LAND IN HONOLULU

WASH STAR 1-29-37

21 Hours and 48 Minutes Time for 2,553-Mile Flight From San Diego.

By the Associated Press.

HONOLULU, January 29.—Battling through thick weather in the last stages of their record-breaking flight, 12 huge United States naval seaplanes completed the longest over-water mass flight in history at 3:30 a.m. today (9:20 a.m. Eastern standard time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 feet to escape what Lieut. Comdr. William H. McDade described as "very bad weather."

Arrive in Formation.

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 a.m. (9:59 a.m. Eastern standard time).

The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Six in Previous Flight.

The only previous mass transpacific flight was three years ago when Lieut. Commander Kneffler McGinnis led a squadron of six naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

Today Comdr. McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectacular demonstration of the precision of naval flying.

McDade, who did not appear tired, related a bitter struggle with a storm

Navy Planes HITS HAWAII AS PLANES WING IN

Low Pressure Area Sweeps Eastward In Night With Thunder, Lightning

A low pressure area which swept eastward across Hawaii, unloosing a vicious storm at it went, provided a brief but intensive disturbance here late Thursday and a furious onslaught in the path of the 12 navy planes flying from San Diego to Pearl Harbor.

Menacing dark clouds were the forerunner of the storm in Honolulu. Against a sea ranging in tones from pea green to deepest blue a slate gray curtain stretched from horizon to miles high in the sky. Curling lines of surf appeared snow white before the unusually dark background.

Shortly before 6:30 p. m. rain broke in waves over Honolulu, accompanied by lightning and pealing thunder.

According to Walter Feldwisch, weatherman, the low pressure area continued today but appeared to be disintegrating, although a repetition of the disturbance was possible.

Presence of the disturbance to the west was shown in weather reports Thursday but the weatherman said he did not anticipate that it would move as rapidly as it did in this direction.

Weather today, he said, was likely to continue unsettled with variable winds.

A thunderstorm Thursday was reported from Lanai City where rains were heavy. Rainfall in downtown Honolulu in a 24 hour period ending at 8 a. m. today was a fraction below an inch although precipitation in valleys and uplands was considerably heavier. Lihue, Kauai, reported heavy rains Thursday. The rainfall report from Hilo, Ha-

(Continued on Page 9, Col. 8)

19 OF AIRBOATS ... Lindbergh Field ... Defeat Storm Gods ... Couldn't Get Past, But Did

How the 12 big planes of squadron VP-6 fought through a storm after striking a veritable wall of wind some 300 miles distant from Pearl Harbor at midnight last night was related by squadron personnel following their arrival here at 3:50 this morning from San Diego.

"We flew as low as 1,000 feet, and ascended to 14,000 feet to get over it, but it extended on up higher," Lt. Cmdr. William M. (Shorty) McDade said after he stepped out of his plane on the fleet air base ramp.

"It was just one of those things you can't get through," he said.

Trapped by Storm

But the planes did get through, unable to fly above a storm which, to use the words flashed in a radio message from his plane to the air base, extended upward "solid from the surface" to an undetermined height.

"We were trapped in it," Cmdr. McDade said.

The elevations of 1,000 and 14,000 feet were the lowest and highest which the squadron reached on its 2,631 mile voyage from San Diego.

"We were delayed an hour and a half—between here and the Pelican."

The Pelican is an aircraft tender at Pearl Harbor. She was stationed out approximately 300 miles from Pearl Harbor to furnish weather reports.

"Didn't Slow—We Stopped"

Asked how much the storm had slowed the planes down, Cmdr. McDade said, "We weren't slowed down. We were stopped cold."

At one time, he said, the squadron flew back for some distance away from Pearl Harbor before turning again to cope anew with the storm.

"We tried everything," he said. "All I wanted to do was get out of it."

Judged by time spent in battling the weather, the storm was estimated to be about 200 miles deep.

"We could see lightning but we kept well out of it," Cmdr. McDade added.

Headwinds At Beginning

Cmdr. McDade said the squadron encountered more headwinds than it expected. Headwinds set in shortly after the takeoff, but had been cleared by noon.

The squadron commander expressed himself as pleased with the performance of the planes. He spoke warmly of the officers and

(Continued on Page 9, Col. 8)

VICIOUS STORM HITS ISLANDS

(Continued from Page 1)

waii, for Thursday was 1.06 inches.

A cloudburst between Haiula and Waimea made the Kamehameha highway impassable between those points from 3 p. m. to 5:15 p. m. Thursday but caused no known damage, Kaneohe police reported today.

Submerged in places, the highway was strewn at other points with debris. City-county road gangs cleared away the tree stumps and branches.

No damage in Honolulu due to heavy rainfall was reported to the police or fire departments.

NAVY FLIERS VANQUISH STORM GODS OVER SEA

(Continued from Page 1)

men who formed the plane crews.

Speeds varied from 75 to 140 knots.

Louis Serpa, aviation chief machinist mate and second pilot in Cmdr. McDade's plane, looked fresh but confessed he would "like to stretch out on top of a bunk and just sleep. I've been going since 3 o'clock yesterday morning. That's when I got up before our takeoff.

"Just before midnight we hit a wall of wind. Air currents were coming every way. They tossed the planes up like balloons."

"Just a Business Trip"

The squadron finally set a straight course into the storm and battled through it, crew members said.

Cmdr. McDade, grinning, was overheard telling a friend after his arrival here that the flight was "just a business trip."

Thomas Duval, a husky machinist mate first class in Cmdr. McDade's plane, said, "The flight was okay. It got a little cold, though."

Officers and enlisted men were gayly welcomed by wives and friends. In the VP-6 hangar they drank coffee and ate sandwiches. On a table was a four foot cake across the white surface of which appeared in pink icing the legend, "Aloha—Honolulu, January 28, 1937—VP-6."

In opposite corners appeared, in brown chocolate, maps showing the place of takeoff at San Diego and the fleet air base at Pearl Harbor.

Cmdr. McDade cut the cake after the crew of the last plane to arrive had stepped ashore.

FASTEST AIR TRANSPORT DUE

S D SUN 2-10-37

Production of a transport monoplane 30 miles an hour faster than any commercial airplane in the United States is under way at Burbank, officials of Lockheed Aircraft Corp., said today.

The new seven and one-half ton airliner will be an all-metal, twin-engined plane carrying 11 passengers, two pilots and a stewardess. It will be capable of a top speed of 265 miles per hour, a cruising speed of 240 miles, and a non-stop flying range of 1950 miles, company officers said.

Powered by two Wright Cyclone 840 horsepower engines, the plane, designed as the Lockheed "14", will take off in 11 seconds in the comparatively short run of 610 feet. With full gross weight of 15,000 pounds, it will climb to an absolute ceiling of more than five miles and will operate, with one motor shut off, at an altitude of 14,000 feet, the plane's designers claimed.

NAVY ASSIGNS NEW SQUADRON TO SAN DIEGO

S.D.SUN— 2-1-37

Seattle Unit Transferred To Base At North Island

San Diego's Navy aviation establishment soon will be expanded to include another patrol squadron, the Aircraft Base Force operations office revealed today.

Officers and men of Squadron VP-12, now stationed at Seattle, will be transferred to North Island and go into service with the aviation units to be attached to the USS Langley.

Langley Due Back

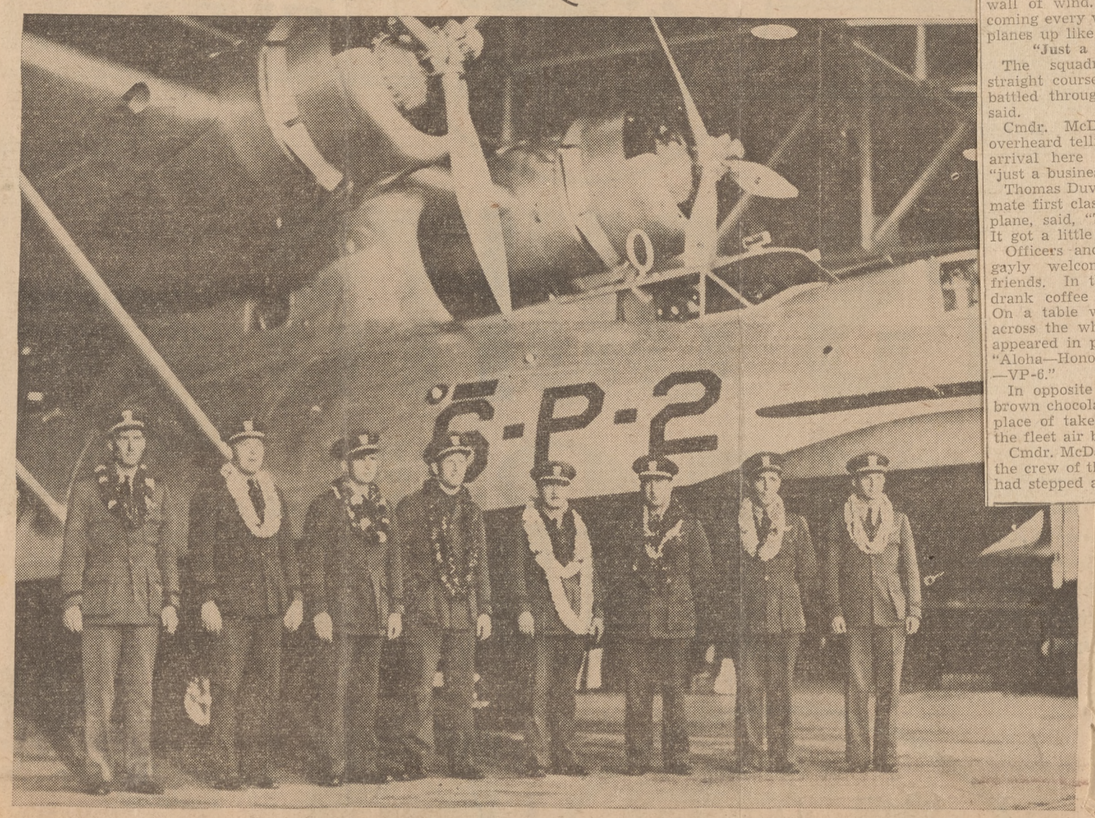
The Langley is scheduled to return here from Mare Island Navy Yard next Wednesday on completion of extensive repairs which have converted her from an aircraft carrier into a tender.

Two planes of Squadron VP-12 were flown here from Seattle this week to undergo overhaul before being transferred to VP-17, commissioned on North Island Jan. 2 and due to begin operations in the Washington city next month. The remaining four craft of VP-12 are being delivered to another of Seattle's new squadrons, VP-16.

Bombers Added

Twelve Consolidated PBY patrol bombers will be assigned to VP-12 during the next few weeks, the Base Force operations office announced. The squadron is commanded by Lieut.-Comdr. James E. Dyer.

NAVY PILOTS WHO VANQUISHED STORM A



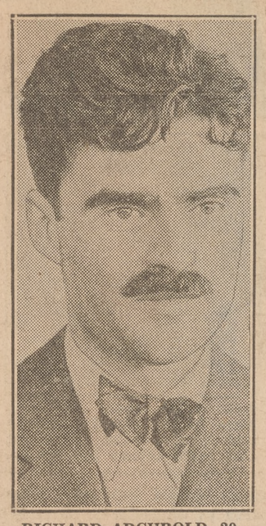
Above are eight of 13 officers who flew from San Diego to Pearl Harbor, arriving this morning in new patrol bombing planes. They are shown alongside number 2 plane of squadron, inside hangar at fleet air base following arrival here. Photograph furnishes some indication of size of planes, whose wingspread measures 104 feet. Left to right, Lt. (jg) J. B. H. Young; Lt. (jg) J. L. Heap; Lt. W. W. Harvey; Lt. (jg) G. C. Briant; Lt. Cmdr. W. M. McDade, commanding oficer; Lt. R. W. D. Woods, executive officer; Lt. (jg) L. O. Matthews, and Lt. (jg) W. M. Drane.—Star-Bulletin photos.

Star-Bulletin photo.

He Can Do Just About Anything—In A Jungle

Richard Archbold, 29, Waits Delivery Of PBY Plane

S. D SUN 1-31-37



RICHARD ARCHBOLD, 29
Seeks new jungles to conquer.

At 29, Richard Archbold, a New Yorker with a British accent, has been chief pilot, chief photographer, and leader of tropical expeditions; he can rattle off the scientific names and complete descriptions of mammals from the Australian "teddy bear" (koala to him) to the giant panda of Manchukuo; and he can nonchalantly maneuver a giant amphibian plane against a cross wind into a seven-knot current of a narrow stream which offers only 50-foot clearance from the wing tips.

Mr. Archbold, apparently, has feared getting a one-track mind. In his extreme youth, he had ambitions to explore. Combine the two and you have quite a versatile person.

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He got his first job at the age of 21 as photographer in an expedition to Madagascar, sponsored by the American, British and French Museums of Natural History. He wound up this trip as an animal collector, and found the work so fascinating he decided to make a career out of exploration, even if it meant living in fever-infested jugles much of his life.

Authority On Fever

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"I became careless in the 1933 expedition which I led into Papua, New Guinea," he recalled. "I neglected to take the quinine, and the inevitable fever hit me.

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"When malaria strikes, there's nothing you can do. You just lie in agony waiting for the sickness to turn one way or the other. You either live or die. No medicine can help you."

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Since then, he has never known when the next attack will occur. "That's the way with malaria," he said. "If it's in you, it's liable to pop up actively at any moment. Then your temperature can bounce up to 105 degrees in 15 minutes."

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NAVY AIRBOATS BEAT STORM TO HAWAII BASE

S.D SUN 1-24-37

Record Mass Flight Ends After S. D. Bombers Outrace Winds

Successfully fighting their way through a 'wall' of stormy weather 185 miles from Pearl Harbor, 12 Navy patrol bombers reached Honolulu at 6:20 a. m. (Pacific time) today to complete the most daring mass flight in U. S. aviation history, the United Press reported.

The first plane of the armada which flew the 2553-mile (2270 nautical miles) distance from San Diego to Hawaii landed at 6:29 a. m. and the other planes followed it to the water in rapid succession.

The exact total elapsed time of the flight, 21 hours and 48 minutes, was almost three hours less than that of the previous Navy trans-Pacific hop of six seaplanes led by Lieut.-Comd. Knefler McGinnis in January, 1934. Flying a distance about 200 miles shorter, from San Francisco to Hawaii, McGinnis' squadron crossed the Pacific in 24 hours, 45 minutes.

Two patches of unsettled weather delayed the planes on the long hop after they left San Diego at 8:30 a. m. yesterday. The first was encountered yesterday morning, soon after the takeoff. The second was early today when the fleet was within 185 miles of Pearl Harbor.

Driving rain and thunder showers forced the planes to shift from their course to escape the storm which earlier swept Oahu. Visibility became better closer to Honolulu and a brilliant moon flooded the ocean as the airmen winged their last few miles.

Through Bad Wall

Lieut. Arnold E. True, Pearl harbor aerologist, said that the "wall" of bad weather through which the fliers came was the worst reported in the area in years.

Wives and sweethearts of the aviators—left behind when the men left for San Diego last August—rushed to greet the men when then came ashore after crews, wearing bathing suits, swam out to attach mooring gears to the planes.

In Perfect Formation

The big airboats first were sighted rounding Makapuu Point, on the northeast corner of Oahu, at 5:49 a. m. At 6:20 a. m. they circled over Honolulu in perfect formation.

Six Navy surface craft were stationed across the ocean at 300-mile intervals to aid the fliers. The aircraft tender Pelican, 300 miles from Honolulu, was left behind before 3 a. m. and the fifth ship, the mine destroyer Breese, 610 miles out, was sighted at 12:30 a. m. today.

The new bombers, carrying 78 officers and enlisted men and two civilians, both employes of the builders, Consolidated Aircraft Corporation, will be used to replace obsolete planes in service in the Hawaiian islands area. They are forerunners of a giant fleet of 216 planes to be spotted at strategic points along the Pacific coast from Hawaii on the west to Puget Sound on the north and Panama on the south.

In Contact With S. D.

Regular contact was maintained with the San Diego Naval station, Pearl Harbor and the six surface craft stationed along the route, by means of powerful radio equipment.

The first surface ship, the aircraft tender Sandpiper, was passed at 12:30 p. m. about 340 miles at sea from San Diego. Headwinds were encountered which slowed down the giant seabirds.

Hold Speed Of 130

The destroyer Chandler, about 700 miles from San Diego, was sighted after the planes had skirted a low pressure area at 3:30 p. m. At 7:15 p. m. the planes passed the third patrol vessel, Gannet, about halfway on the 2553 mile journey (2270 nautical miles).

Two hours later, the fourth patrol ship, the aircraft tender Swan, was passed by the air fleet. By this time the weather had cleared and the squadron experienced no difficulty in holding and sometimes exceeding its cruising speed of 130 miles per hour.

The squadron of 12 planes is commanded by Lieut. Comdr. W. M. McDade of Pearl Harbor. Each ship carries a crew of six or seven and enough fuel for a 3000-mile flight.

Cooperation of the Harbor Department and other local maritime authorities was lauded today by Rear Adm. Ernest J. King, who declared that the difficult takeoffs of the 12 patrol bombers yesterday were considerably aided when civilian boats kept clear of the harbor runways.

In a dispatch to 11th Naval District headquarters, Adm. King recorded his appreciation, indicating that courtesy of commercial vessels had contributed to the safety of personnel in the big airboats.

The takeoff runways extended practically the entire length of the bay, from the ferry lanes to Point Loma, and even that distance of two to three miles was almost insufficient for the planes which did succeed in rising from the water in a westerly direction.

Finally, it became necessary for the pilots to take a course beginning at La Playa. With a little head wind helping to lift them from the water, they were able to shorten the runway at least a mile. S.D SUN 1-24-37

HONOLULU 'ALOHA' CAKE FINDS S. D. FLIERS RECEPTIVE

S.D TRIBUNE 2-9-37

Even a battle against the elements could not prevent the crew of the flagship in the navy's airplane San Diego-Honolulu flight from lining up for a share of "Aloha" cake at Honolulu at the end of the greatest mass flight, as shown here in an Associated Press photo. Left to right: E. J. McCormick, Louis Serpa, Lt. C. H. Ostrom, Lt. Comdr. W. M. McDade, flight commander; Henry Hutley, Thomas Duval, Reginald Fourcher. The storm the San Diego navy fliers encountered 11 days ago moved on across the Pacific and struck San Diego Saturday producing torrential rains here.

GANNET LEAVES ON MID-PACIFIC PATROL DUTY

S.D SUN 1-21-37

The San Diego aircraft tender Gannet left the harbor this morning for an unannounced destination in the Pacific, believed to be a point midway between here and Hawaii, where the vessel will undertake "plane guard" duty on the flight to Pearl Harbor next week of 12 Consolidated PBY patrol bombers.

Swan, Avocet Depart

Meanwhile, the aircraft tenders Swan and Avocet, attached to the Fleet Air Base at Pearl Harbor, left Hawaii yesterday, 11th Naval District headquarters were notified today. These ships will probably be stationed at 300-mile intervals and will constitute the last two plane guards on the long flight.

Following the Gannet, which will be posted approximately 1000 miles south of here, will be the aircraft tender Sandpiper, and the Wright, flagship of Rear Adm. Ernest J. King.

Airboats To Hop

The 12 airboats to make the flight are commanded by Lieut.-Comdr. William M. McDade of Pearl Harbor's Patrol Squadron Six. All have undergone 24-hour non-stop endurance tests and are beblieved in fit condition for the transpacific flight, which will probably start from Alameda.

'Plane Guards' To Leave

To engage in "plane guard" duty on the trans-Pacific flight next week of 12 Consolidated PBY patrol bombers, the flagship of Rear Adm. Ernest J. King, USS Wright, the aircraft tender Sandpiper and two destroyers will probably leave the harbor over the weekend. The Gannet preceded these craft to her station 1000 miles south of here yesterday.

Weather data will be flashed to the plane squadron in order that Lieut.-Comdr. William M. McDade, commanding officer, may decide the most satisfactory time of departure for the islands.

S.D. SUN ◇ ◇ ◇ 1-22-37

S.D. SUN 1-19-37

There was a lot of scurrying about at Rockwell Field yesterday getting things in readiness for one of the rare surprise visits to San Diego by high-ranking Army officers.

With only a few hours advance notice, Brig. Gen. A. W. Robbins, assistant chief of the Army Air Corps in charge of the Materiel Division, dropped in on the depot for a semi-official tour of inspection.

Five Officers Accompany

Gen. Robbins was accompanied by five fellow officers in a Lockheed Electra Army transport. They were Lieut.-Col. Oliver P. Echols, chief of the engineering section of the Materiel Division; Lieut.-Col. William F. Voiandt, Maj. Bennett E. Meyers, who represented the Chief of the Air Corp's Field Service Section, under whose jurisdiction the Rockwell Field Air Depot operates, and pilots of the plane, Capts. Frank G. Irvin and Turner A. Sims Jr.

Probability that Consolidated Aircraft Corp. may soon bid on an Army plane contract was seen in the inspection of the local plant yesterday by Gen. Robbins, who is responsible for procurement of Army aviation equipment.

Paving of Ramp Approach To Start Today S.D.SUN 1-21-37

Paving of the runway extending to the municipal ramp was to begin today, weather permitting, Port Director Joe Brennan reported.

The paved strip will enable Consolidated Aircraft Corp. to move newly-built PBY planes to the ramp with little difficulty, according to Brennan. Launching of the airboats from an improvized ramp reached after "rough going" across a beach is a troublesome affair at present.

12 NAVAL PLANES LAND IN HONOLULU

WASH STAR 1-29-37

21 Hours and 48 Minutes Time for 2,553-Mile Flight From San Diego.

By the Associated Press.

HONOLULU, January 29.—Battling through thick weather in the last stages of their record-breaking flight, 12 huge United States naval seaplanes completed the longest over-water mass flight in history at 3:30 a.m. today (9:20 a.m. Eastern standard time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 feet to escape what Lieut. Comdr. William H. McDade described as "very bad weather."

Arrive in Formation.

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 a.m. (9:59 a.m. Eastern standard time).

The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Six in Previous Flight.

The only previous mass transpacific flight was three years ago when Lieut. Commander Kneffler McGinnis led a squadron of six naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

Today Comdr. McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectacular demonstration of the precision of naval flying.

McDade, who did not appear tired, related a bitter struggle with a storm

12 Navy Planes Fought Storm On Pacific Hop

WASH POST 1-30-37

Comdr. McDade Tells of Winds That Delayed Nonstop Flight.

By the Associated Press.

Honolulu, Jan. 29.—Twelve big navy sky cruisers bored through a terrific storm that momentarily stopped them "cold" and sailed into Honolulu today to complete with military precision the greatest nonstop ocean mass flight in American aviation history.

Carrying 80 men, the planes made a "routine transfer" from San Diego to Honolulu, 2,553 miles, in 21 hours 43 minutes official elapsed time. They alighted on Pearl Harbor in the glare of powerful floodlights at 3:50 a. m. (9:20 a. m. Eastern standard time).

About 300 miles out of Honolulu the air squadron ran into treacherous winds that tossed the giant planes as though they were corks.

"For an hour and a half," said Lieut. Comdr. William H. McDade, the flight chief, "we battled the storm, but could not get through. Thick as pea soup, it had trapped us completely. At one point it momentarily stopped us cold."

Louis Serpa, second pilot in McDade's plane, said the flight chief finally ordered the squadron to split up into three-plane groups.

"The planes in each group had to fly within 25 feet of their leaders in order to see each other," said Serpa. "We hit winds on every side, making rough riding, like going over Niagara Falls. At 9,000 feet we hit a wall of wind that threw us up like a toy balloon."

The squadron eventually soared into a clear spot and climbed over the remainder of the storm.

19 OF AIRBOATS READY, SEATTLE TO RECEIVE 12

S.D. SUN— 2-5-37

Six Bombers Assigned To San Diego Squadron; 176 On Contracts

Tentative assignments of remaining PBY-1 Navy patrol bombers under construction at Consolidated Aircraft Corp. have been made, The Sun learned today.

Nineteen of the big airboats have been completed and delivered to the Air Station. The first 12 have been flown to Honolulu, where they are now in service with Patrol Squadron Six.

12 To Seattle

Planes 13 to 23 inclusive will be attached to Squadron VP-11, which, with the original PBY plane flown non-stop from the Canal Zone to San Francisco by Lieut.-Comdr. Knefler McGinnis in 1935, will possess 12 of the bombers.

Delivery of 12 more planes will be made to Patrol Squadron 12 of the Naval Air Station, Seattle, and six are to be assigned to San Diego's Patrol Squadron Nine.

Another long-distance flight will probably be made June or July to Coco Solo, where 12 airboats will constitute Patrol Squadron Three. Final seven planes in the group of 60 PBY-1 airships will be used as replacements while others undergo overhaul.

These five dozen airboats represent the first group of 176 planes for the building of which Consolidated holds three Navy contracts totalling approximately $19,000,000.

Lindbergh Field Enhanced By New Ramp

S.D. UNION 2-6-37

Virtual completion of the seaplane ramp and runway on Lindbergh field, as well as the broad "apron" that greatly will enlarge the capabilities of the field for the use of both land and seaplanes was announced yesterday by Joe Brennan, port director.

Maj. Rueben H. Fleet, president, Consolidated Aircraft Corp., in commenting upon the new ramp, said, "The usefulness of Lindbergh field to seaplanes has certainly been greatly enhanced by the completion of this ramp, and much more business will be brought to San Diego because of it."

William Van Dusen, president of the board of air control, said that the ramp, combined with other seaplane facilities completed and planned, will make this city an outstanding seaplane port of the world.

FASTEST AIR TRANSPORT DUE

S D SUN 2-10-37

Production of a transport monoplane 30 miles an hour faster than any commercial airplane in the United States is under way at Burbank, officials of Lockheed Aircraft Corp., said today.

The new seven and one-half ton airliner will be an all-metal, twin-engined plane carrying 11 passengers, two pilots and a stewardess. It will be capable of a top speed of 265 miles per hour, a cruising speed of 240 miles, and a non-stop flying range of 1950 miles, company officers said.

Powered by two Wright Cyclone 840 horsepower engines, the plane, designed as the Lockheed "14", will take off in 11 seconds in the comparatively short run of 610 feet. With full gross weight of 15,000 pounds, it will climb to an absolute ceiling of more than five miles and will operate, with one motor shut off, at an altitude of 14,000 feet, the plane's designers claimed.

NAVY ASSIGNS NEW SQUADRON TO SAN DIEGO

S.D. SUN— 2-11-37

Seattle Unit Transferred To Base At North Island

San Diego's Navy aviation establishment soon will be expanded to include another patrol squadron, the Aircraft Base Force operations office revealed today.

Officers and men of Squadron VP-12, now stationed at Seattle, will be transferred to North Island and go into service with the aviation units to be attached to the USS Langley.

Langley Due Back

The Langley is scheduled to return here from Mare Island Navy Yard next Wednesday on completion of extensive repairs which have converted her from an aircraft carrier into a tender.

Two planes of Squadron VP-12 were flown here from Seattle this week to undergo overhaul before being transferred to VP-17, commissioned on North Island Jan. 2 and due to begin operations in the Washington city next month. The remaining four craft of VP-12 are being delivered to another of Seattle's new squadrons, VP-16.

Bombers Added

Twelve Consolidated PBY patrol bombers will be assigned to VP-12 during the next few weeks, the Base Force operations office announced. The squadron is commanded by Lieut.-Comdr. James E. Dyer.

Fliers Defeat Storm Gods

Couldn't Get Past, But Did

HONOLULU Star-Bulletin 1-29-37

How the 12 big planes of squadron VP-6 fought through a storm after striking a veritable wall of wind some 300 miles distant from Pearl Harbor at midnight last night was related by squadron personnel following their arrival here at 3:50 this morning from San Diego.

"We flew as low as 1,000 feet, and ascended to 14,000 feet to get over it, but it extended on up higher," Lt. Cmdr. William M. (Shorty) McDade said after he stepped out of his plane on the fleet air base ramp.

"It was just one of those things you can't get through," he said.

Trapped by Storm

But the planes did get through, unable to fly above a storm which, to use the words flashed in a radio message from his plane to the air base, extended upward "solid from the surface" to an undetermined height.

"We were trapped in it," Cmdr. McDade said.

The elevations of 1,000 and 14,000 feet were the lowest and highest which the squadron reached on its 2,631 mile voyage from San Diego.

"We were delayed an hour and a half—between here and the Pelican."

The Pelican is an aircraft tender at Pearl Harbor. She was stationed out approximately 300 miles from Pearl Harbor to furnish weather reports.

"Didn't Slow—We Stopped"

Asked how much the storm had slowed the planes down, Cmdr. McDade said, "We weren't slowed down. We were stopped cold."

At one time, he said, the squadron flew back for some distance away from Pearl Harbor before turning again to cope anew with the storm.

"We tried everything," he said. to do was get out

ime spent in battling e storm was estimat- 200 miles deep.

ee lightning but we kept well out of it," Cmdr. McDade added.

Headwinds At Beginning

Cmdr. McDade said the squadron encountered more headwinds than it expected. Headwinds set in shortly after the takeoff, but had been cleared by noon.

The squadron commander expressed himself as pleased with the performance of the planes. He spoke warmly of the officers and

(Continued on Page 9, Col. 8)

NAVY FLIERS VANQUISH STORM GODS OVER SEA

(Continued from Page 1)

men who formed the plane crews.

Speeds varied from 75 to 140 knots.

Louis Serpa, aviation chief machinist mate and second pilot in Cmdr. McDade's plane, looked fresh but confessed he would "like to stretch out on top of a bunk and just sleep. I've been going since 3 o'clock yesterday morning. That's when I got up before our takeoff.

"Just before midnight we hit a wall of wind. Air currents were coming every way. They tossed the planes up like balloons."

"Just a Business Trip"

The squadron finally set a straight course into the storm and battled through it, crew members said.

Cmdr. McDade, grinning, was overheard telling a friend after his arrival here that the flight was "just a business trip."

Thomas Duval, a husky machinist mate first class in Cmdr. McDade's plane, said, "The flight was okay. It got a little cold, though."

Officers and enlisted men were gayly welcomed by wives and friends. In the VP-6 hangar they drank coffee and ate sandwiches. On a table was a four foot cake across the white surface of which appeared in pink icing the legend, "Aloha—Honolulu, January 28, 1937 —VP-6."

In opposite corners appeared, in brown chocolate, maps showing the place of takeoff at San Diego and the fleet air base at Pearl Harbor.

Cmdr. McDade cut the cake after the crew of the last plane to arrive had stepped ashore.

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Star-Bulletin photo.

VICIOUS STORM HITS ISLANDS

(Continued from Page 1)

waii, for Thursday was 1.06 inches.

A cloudburst between Hauula and Waimea made the Kamehameha highway impassable between those points from 3 p. m. to 5:15 p. m. Thursday but caused no known damage, Kaneohe police reported today.

Submerged in places, the highway was strewn at other points with debris. City-county road gangs cleared away the tree stumps and branches.

No damage in Honolulu due to heavy rainfall was reported to the police or fire departments.

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S.D SUN 1-31-37

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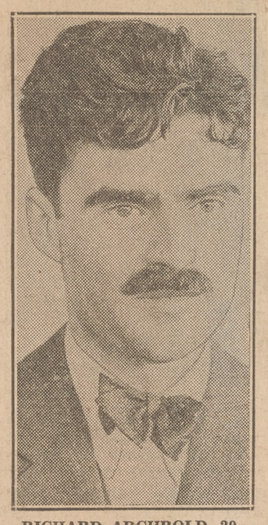

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NAVY AIRBOATS BEAT STORM TO HAWAII BASE

S.D SUN 1-29-37

Record Mass Flight Ends After S. D. Bombers Outrace Winds

Successfully fighting their way through a 'wall' of stormy weather 185 miles from Pearl Harbor, 12 Navy patrol bombers reached Honolulu at 6:20 a. m. (Pacific time) today to complete the most daring mass flight in U. S. aviation history, the United Press reported.

The first plane of the armada which flew the 2553-mile (2270 nautical miles) distance from San Diego to Hawaii landed at 6:29 a. m. and the other planes followed it to the water in rapid succession.

The exact total elapsed time of the flight, 21 hours and 48 minutes, was almost three hours less than that of the previous Navy trans-Pacific hop of six seaplanes led by Lieut.-Comd. Knefler McGinnis in January, 1934. Flying a distance about 200 miles shorter, from San Francisco to Hawaii, McGinnis' squadron crossed the Pacific in 24 hours, 45 minutes.

Two patches of unsettled weather delayed the planes on the long hop after they left San Diego at 8:30 a. m. yesterday. The first was encountered yesterday morning, soon after the takeoff. The second was early today when the fleet was within 185 miles of Pearl Harbor.

Driving rain and thunder showers forced the planes to shift from their course to escape the storm which earlier swept Oahu. Visibility became better closer to Honolulu and a brilliant moon flooded the ocean as the airmen winged their last few miles.

Through Bad Wall

Lieut. Arnold E. True, Pearl harbor aerologist, said that the "wall" of bad weather through which the fliers came was the worst reported in the area in years.

Wives and sweethearts of the aviators—left behind when the men left for San Diego last August—rushed to greet the men when then came ashore after crews, wearing bathing suits, swam out to attach mooring gears to the planes.

In Perfect Formation

The big airboats first were sighted rounding Makapuu Point, on the northeast corner of Oahu, at 5:49 a. m. At 6:20 a. m. they circled over Honolulu in perfect formation.

Six Navy surface craft were stationed across the ocean at 300-mile intervals to aid the fliers. The aircraft tender Pelican, 300 miles from Honolulu, was left behind before 3 a. m. and the fifth ship, the mine destroyer Breese, 610 miles out, was sighted at 12:30 a. m. today.

The new bombers, carrying 78 officers and enlisted men and two civilians, both employes of the builders, Consolidated Aircraft Corporation, will be used to replace obsolete planes in service in the Hawaiian islands area. They are forerunners of a giant fleet of 216 planes to be spotted at strategic points along the Pacific coast from Hawaii on the west to Puget Sound on the north and Panama on the south.

In Contact With S. D.

Regular contact was maintained with the San Diego Naval station, Pearl Harbor and the six surface craft stationed along the route, by means of powerful radio equipment.

The first surface ship, the aircraft tender Sandpiper, was passed at 12:30 p. m. about 340 miles at sea from San Diego. Headwinds were encountered which slowed down the giant seabirds.

Hold Speed Of 130

The destroyer Chandler, about 700 miles from San Diego, was sighted after the planes had skirted a low pressure area at 3:30 p. m. At 7:15 p. m. the planes passed the third patrol vessel, Gannet, about halfway on the 2553 mile journey (2270 nautical miles).

Two hours later, the fourth patrol ship, the aicraft tender Swan, was passed by the air fleet. By this time the weather had cleared and the squadron experienced no difficulty in holding and sometimes exceeding its cruising speed of 130 miles per hour.

The squadron of 12 planes is commanded by Lieut. Comdr. W. M. McDade of Pearl Harbor. Each ship carries a crew of six or seven and enough fuel for a 3000-mile flight.

Cooperation of the Harbor Department and other local maritime authorities was lauded today by Rear Adm. Ernest J. King, who declared that the difficult takeoffs of the 12 patrol bombers yesterday were considerably aided when civilian boats kept clear of the harbor runways.

In a dispatch to 11th Naval District headquarters, Adm. King recorded his appreciation, indicating that courtesy of commercial vessels had contributed to the safety of personnel in the big airboats.

The takeoff runways extended practically the entire length of the bay, from the ferry lanes to Point Loma, and even that distance of two to three miles was almost insufficient for the planes which did succeed in rising from the water in a westerly direction.

Finally, it became necessary for the pilots to take a course beginning at La Playa. With a little head wind helping to lift them from the water, they were able to shorten the runway at least a mile. S.D SUN 1-29-37

S.D TRIBUNE 2-9-37

HONOLULU 'ALOHA' CAKE FINDS S. D. FLIERS RECEPTIVE

Even a battle against the elements could not prevent the crew of the flagship in the navy's airplane San Diego-Honolulu flight from lining up for a share of "Aloha" cake at Honolulu at the end of the greatest mass flight, as shown here in an Associated Press photo. Left to right: E. J. McCormick, Louis Serpa, Lt. C. H. Ostrom, Lt. Comdr. W. M. McDade, flight commander; Henry Hutley, Thomas Duval, Reginald Fourcher. The storm the San Diego navy fliers encountered 11 days ago moved on across the Pacific and struck San Diego Saturday producing torrential rains here.

GANNET LEAVES ON MID-PACIFIC PATROL DUTY

S.D SUN 1-21-37

The San Diego aircraft tender Gannet left the harbor this morning for an unannounced destination in the Pacific, believed to be a point midway between here and Hawaii, where the vessel will undertake "plane guard" duty on the flight to Pearl Harbor next week of 12 Consolidated PBY patrol bombers.

Swan, Avocet Depart

Meanwhile, the aircraft tenders Swan and Avocet, attached to the Fleet Air Base at Pearl Harbor, left Hawaii yesterday, 11th Naval District headquarters were notified today. These ships will probably be stationed at 300-mile intervals and will constitute the last two plane guards on the long flight.

Following the Gannet, which will be posted approximately 1000 miles south of here, will be the aircraft tender Sandpiper, and the Wright, flagship of Rear Adm. Ernest J. King.

Airboats To Hop

The 12 airboats to make the flight are commanded by Lieut.-Comdr. William M. McDade of Pearl Harbor's Patrol Squadron Six. All have undergone 24-hour non-stop endurance tests and are beblieved in fit condition for the transpacific flight, which will probably start from Alameda.

'Plane Guards' To Leave

To engage in "plane guard" duty on the trans-Pacific flight next week of 12 Consolidated PBY patrol bombers, the flagship of Rear Adm. Ernest J. King, USS Wright, the aircraft tender Sandpiper and two destroyers will probably leave the harbor over the weekend. The Gannet preceded these craft to her station 1000 miles south of here yesterday.

Weather data will be flashed to the plane squadron in order that Lieut.-Comdr. William M. McDade, commanding officer, may decide the most satisfactory time of departure for the islands.

S.D. SUN 1-22-37

S.D. SUN 1-19-37

There was a lot of scurrying about at Rockwell Field yesterday getting things in readiness for one of the rare surprise visits to San Diego by high-ranking Army officers.

With only a few hours advance notice, Brig. Gen. A. W. Robbins, assistant chief of the Army Air Corps in charge of the Materiel Division, dropped in on the depot for a semi-official tour of inspection.

Five Officers Accompany

Gen. Robbins was accompanied by five fellow officers in a Lockheed Electra Army transport. They were Lieut.-Col. Oliver P. Echols, chief of the engineering section of the Materiel Division; Lieut.-Col. William F. Voiandt, Maj. Bennett E. Meyers, who represented the Chief of the Air Corp's Field Service Section, under whose jurisdiction the Rockwell Field Air Depot operates, and pilots of the plane, Capts. Frank G. Irvin and Turner A. Sims Jr.

Probability that Consolidated Aircraft Corp. may soon bid on an Army plane contract was seen in the inspection of the local plant yesterday by Gen. Robbins, who is responsible for procurement of Army aviation equipment.

Paving of Ramp Approach To Start Today S.D.SUN 1-21-37

Paving of the runway extending to the municipal ramp was to begin today, weather permitting, Port Director Joe Brennan reported.

The paved strip will enable Consolidated Aircraft Corp. to move newly-built PBY planes to the ramp with little difficulty, according to Brennan. Launching of the airboats from an improvized ramp reached after "rough going" across a beach is a troublesome affair at present.

12 NAVAL PLANES LAND IN HONOLULU

WASH STAR 1-29-37

21 Hours and 48 Minutes Time for 2,553-Mile Flight From San Diego.

By the Associated Press.

HONOLULU, January 29.—Battling through thick weather in the last stages of their record-breaking flight, 12 huge United States naval seaplanes completed the longest over-water mass flight in history at 3:30 a.m. today (9:20 a.m. Eastern standard time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 feet to escape what Lieut. Comdr. William H. McDade described as "very bad weather."

Arrive in Formation.

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 a.m. (9:59 a.m. Eastern standard time).

The official takeoff time from San Diego was announced as 6:02 a.m., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 a.m. today.

Six in Previous Flight.

The only previous mass transpacific flight was three years ago when Lieut. Commander Kneffler McGinnis led a squadron of six naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time then was 24 hours, 45 minutes, about three hours longer for the shorter distance.

Today Comdr. McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectacular demonstration of the precision of naval flying.

McDade, who did not appear tired, related a bitter struggle with [illegible]

12 Navy Planes [illegible] HITS HAWAII AS PLANES WING IN

Low Pressure Area Sweeps Eastward In Night With Thunder, Lightning

A low pressure area which swept eastward across Hawaii, unloosing a vicious storm at it went, provided a brief but intensive disturbance here late Thursday and a furious onslaught in the path of the 12 navy planes flying from San Diego to Pearl Harbor.

Menacing dark clouds were the forerunner of the storm in Honolulu. Against a sea ranging in tones from pea green to deepest blue a slate gray curtain stretched from horizon to miles high in the sky. Curling lines of surf appeared snow white before the unusually dark background.

Shortly before 6:30 p. m. rain broke in waves over Honolulu, accompanied by lightning and pealing thunder.

According to Walter Feldwisch, weatherman, the low pressure area continued today but appeared to be disintegrating, although a repetition of the disturbance was possible.

Presence of the disturbance to the west was shown in weather reports Thursday but the weatherman said he did not anticipate that it would move as rapidly as it did in this direction.

Weather today, he said, was likely to continue unsettled with variable winds.

A thunderstorm Thursday was reported from Lanai City where rains were heavy. Rainfall in downtown Honolulu in a 24 hour period ending at 8 a. m. today was a fraction below an inch although precipitation in valleys and uplands was considerably heavier. Lihue, Kauai, reported heavy rains Thursday. The rainfall report from Hilo, Ha-

(Continued on Page 9, Col. 8)

19 OF AIRBOAT [illegible] Fliers Defeat Storm Gods

Couldn't Get Past, But Did

How the 12 big planes of squadron VP-6 fought through a storm after striking a veritable wall of wind some 300 miles distant from Pearl Harbor at midnight last night was related by squadron personnel following their arrival here at 3:50 this morning from San Diego.

"We flew as low as 1,000 feet, and ascended to 14,000 feet to get over it, but it extended on up higher," Lt. Cmdr. William M. (Shorty) McDade said after he stepped out of his plane on the fleet air base ramp.

"It was just one of those things you can't get through," he said.

Trapped by Storm

But the planes did get through, unable to fly above a storm which, to use the words flashed in a radio message from his plane to the air base, extended upward "solid from the surface" to an undetermined height.

"We were trapped in it," Cmdr. McDade said.

The elevations of 1,000 and 14,000 feet were the lowest and highest which the squadron reached on its 2,631 mile voyage from San Diego.

"We were delayed an hour and a half—between here and the Pelican."

The Pelican is an aircraft tender at Pearl Harbor. She was stationed out approximately 300 miles from Pearl Harbor to furnish weather reports.

"Didn't Slow—We Stopped"

Asked how much the storm had slowed the planes down, Cmdr. McDade said, "We weren't slowed down. We were stopped cold."

At one time, he said, the squadron flew back for some distance away from Pearl Harbor before turning again to cope anew with the storm.

"We tried everything," he said. "All I wanted to do was get out of it."

Judged by time spent in battling the weather, the storm was estimated to be about 200 miles deep.

"We could see lightning but we kept well out of it," Cmdr. McDade added.

Headwinds At Beginning

Cmdr. McDade said the squadron encountered more headwinds than it expected. Headwinds set in shortly after the takeoff, but had been cleared by noon.

The squadron commander expressed himself as pleased with the performance of the planes. He spoke warmly of the officers and

(Continued on Page 9, Col. 8)

[illegible] Field

[illegible]mp 2-6-37

[illegible] of the seaway on Lindas the broad will enlarge field for the seaplanes was by Joe Bren-

[illegible]eet, president, Corp., in comw ramp, said, ndbergh field rtainly been he completion ch more business will be brought to San Diego because of it."

William Van Dusen, president of the board of air control, said that the ramp, combined with other seaplane facilities completed and planned, will make this city an outstanding seaplane port of the world.

FASTEST AIR TRANSPORT DUE

S.D. SUN — 2-10-37

Production of a transport monoplane 30 miles an hour faster than any commercial airplane in the United States is under way at Burbank, officials of Lockheed Aircraft Corp., said today.

The new seven and one-half ton airliner will be an all-metal, twin-engined plane carrying 11 passengers, two pilots and a stewardess. It will be capable of a top speed of 265 miles per hour, a cruising speed of 240 miles, and a non-stop flying range of 1950 miles, company officers said.

Powered by two Wright Cyclone 840 horsepower engines, the plane, designed as the Lockheed "14", will take off in 11 seconds in the comparatively short run of 610 feet. With full gross weight of 15,000 pounds, it will climb to an absolute ceiling of more than five miles and will operate, with one motor shut off, at an altitude of 14,000 feet, the plane's designers claimed.

NAVY ASSIGNS NEW SQUADRON TO SAN DIEGO

S.D. SUN — 2-11-37

Seattle Unit Transferred To Base At North Island

San Diego's Navy aviation establishment soon will be expanded to include another patrol squadron, the Aircraft Base Force operations office revealed today.

Officers and men of Squadron VP-12, now stationed at Seattle, will be transferred to North Island and go into service with the aviation units to be attached to the USS Langley.

Langley Due Back

The Langley is scheduled to return here from Mare Island Navy Yard next Wednesday on completion of extensive repairs which have converted her from an aircraft carrier into a tender.

Two planes of Squadron VP-12 were flown here from Seattle this week to undergo overhaul before being transferred to VP-17, commissioned on North Island Jan. 2 and due to begin operations in the Washington city next month. The remaining four craft of VP-12 are being delivered to another of Seattle's new squadrons, VP-16.

Bombers Added

Twelve Consolidated PBY patrol bombers will be assigned to VP-12 during the next few weeks, the Base Force operations office announced. The squadron is commanded by Lieut.-Comdr. James E. Dyer.

Fliers Defeat Storm Gods

Couldn't Get Past, But Did

HONOLULU Star-Bulletin 1-29-37

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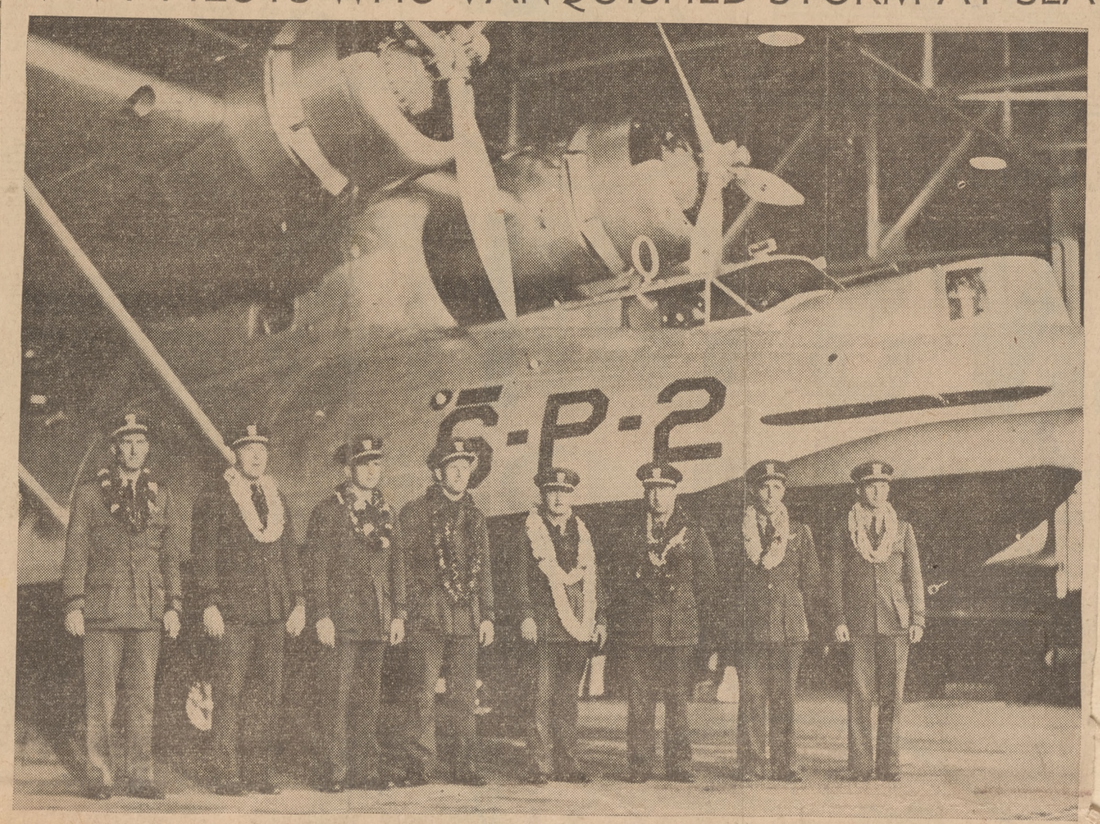
(Continued on Page 9, Col. 8)

NAVY PILOTS WHO VANQUISHED STORM AT SEA



Above are eight of 13 officers who flew from San Diego to Pearl Harbor, arriving this morning in new patrol bombing planes. They are shown alongside number 2 plane of squadron, inside hangar at fleet air base following arrival here. Photograph furnishes some indication of size of planes, whose wingspread measures 104 feet. Left to right, Lt. (jg) J. B. H. Young; Lt. (jg) J. L. Heap; Lt. W. W. Harvey; Lt. (jg) G. C. Briant; Lt. Cmdr. W. M. McDade, commanding oficer; Lt. R. W. D. Woods, executive officer; Lt. (jg) L. O. Matthews, and Lt. (jg) W. M. Drane.—Star-Bulletin photos.

NAVY FLIERS VANQUISH STORM GODS OVER SEA

(Continued from Page 1)

men who formed the plane crews.

Speeds varied from 75 to 140 knots.

Louis Serpa, aviation chief machinist mate and second pilot in Cmdr. McDade's plane, looked fresh but confessed he would "like to stretch out on top of a bunk and just sleep. I've been going since 3 o'clock yesterday morning. That's when I got up before our takeoff.

"Just before midnight we hit a wall of wind. Air currents were coming every way. They tossed the planes up like balloons."

"Just a Business Trip"

The squadron finally set a straight course into the storm and battled through it, crew members said.

Cmdr. McDade, grinning, was overheard telling a friend after his arrival here that the flight was "just a business trip."

Thomas Duval, a husky machinist mate first class in Cmdr. McDade's plane, said, "The flight was okay. It got a little cold, though."

Officers and enlisted men were gayly welcomed by wives and friends. In the VP-6 hangar they drank coffee and ate sandwiches. On a table was a four foot cake across the white surface of which appeared in pink icing the legend, "Aloha—Honolulu, January 28, 1937—VP-6."

In opposite corners appeared, in brown chocolate, maps showing the place of takeoff at San Diego and the fleet air base at Pearl Harbor.

Cmdr. McDade cut the cake after the crew of the last plane to arrive had stepped ashore.

12 Navy Planes Due At 1 Friday Morning

TAILWINDS AID SQUADRON ON HAWAII FLIGHT

Planes Leave San Diego At 6:05 Honolulu Time On 2,631 Mile Journey

Making Good Progress As Headwinds End, Gasoline Loads Are Lightened

At 12 noon today, Honolulu time, the 12 navy planes of squadron VP-6 reported by radio their position as exactly one quarter of the way across the Pacific to Pearl Harbor from San Diego, navy authorities here announced.

The squadron reported it had flown out of head winds which delayed the flight in its initial stages, and for the rest of the aerial voyage to Pearl Harbor expected either no wind at all or favorable wind.

Arrival here is still placed after midnight tonight, probably about 1 Friday morning.

The quarter mark would place the planes approximately 657 miles out of San Diego. The six hour time elapsed over that distance would put their average speed at approximately 109½ miles an hour.

SAN DIEGO, Cal., Jan. 28 (AP).—Increasing their speeds as gasoline loads lightened, 12 navy planes en route to Honolulu reported this afternoon they were making good time with "everything going fine."

Light headwinds encountered during the forenoon were succeeded by tailwinds which were expected to continue during the remainder of the flight.

Th squadron passed the first surface ship, the aircraft tender Sandpiper, at 10 this morning, Honolulu time.

Later this afternoon the planes passed over the destroyer Chandler, 680 knots west of San Diego they wirelessed to the radio station.

The planes started their 2,631 mile mass flight to Honolulu at 8:35 this morning (6:05 HST).

It required 98 minutes for the planes to get into formation in the air and head out to the west over the Pacific.

The first of the seaplanes rose from the water at 6:39 and the others followed at regular intervals. Each circled over the navy air station, gaining altitude, until the 12th ship hopped at 7:36.

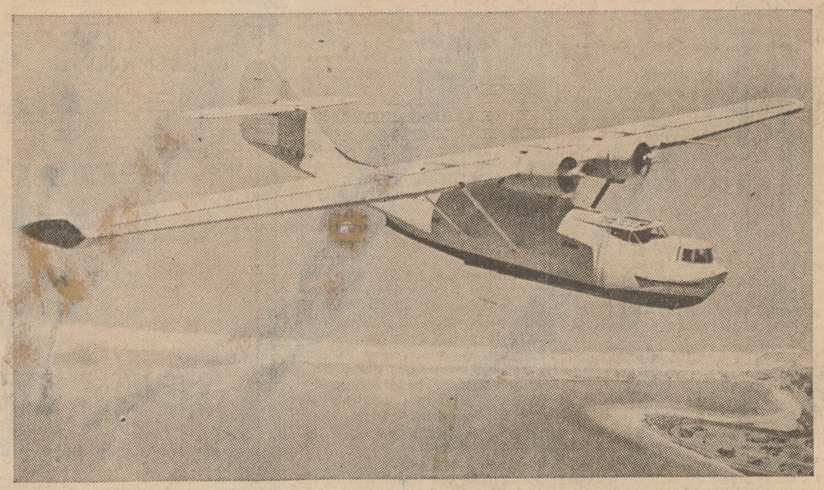
Then Lt. Cmdr. William H. McDade, commander of the flight, signaled for formation at 10,000 feet. The pilots put their ships into gradual climbs and at 8:35 squadron formation of 12 was made and the ships sped out to sea.

A total personnel of 80, 13 officers and 67 men, was aboard the planes. Some of the flying boats

(Continued on Page 2, Col. 4)

Honolulu Star-Bulletin 1-28-37

12 OF THESE NAVY PLANES HOP FOR HAWAII



One of the 12 PBY-1 patrol bombing planes which left San Diego at 6:05 this morning Honolulu time for Pearl Harbor appears above in a recent test flight over the California coast line. These planes, latest addition to the flying squadrons of the fleet, have a cruising range exceeding 3,400 miles. Lt. Cmdr. William M. McDade commands the flight, which will reach the fleet air base about midnight or early Friday morning, as replacements for old equipment in squadron VP-6 stationed here.

WINDS DELAY NAVY'S FLIGHT

(Continued from Page 1)

carried six and others seven.

Seven surface ships were spaced along the course of the flight, the Chandler, Gannet, Sandpiper, Avocet, Swan, Breese and Whippoorwill, the last four from Pearl Harbor.

Crowds assembled along the waterfront and at Point Loma to watch the planes get into the air, while friends and relatives of the fliers went to the North Island naval air station to say their final goodbyes.

Satisfactory weather over the Pacific was reported for the flight. The personnel expected to alight at Pearl Harbor within 20 hours and to eat a late night "breakfast" at the air station there.

Everything is in readiness here for handling the planes on their arrival.

Because the navy regards the flight as a routine replacement trip made at a time when transpacific flying has become almost commonplace, no reception program will be held.

However, wives and close friends of the fliers will be on hand to greet them. They have been absent since last fall, when they went to San Diego to take charge of the new planes.

The squadron is winging toward Pearl Harbor over a 2,631 land mile ocean route between San Diego and Oahu.

Although the navy is making its routine flight today with no attempt at any speed marks, a review of elapsed time in other flights from the mainland to Hawaii cammands interest.

The fastest time ever recorded on the 2,400 mile eastward run from Alameda to Pearl Harbor was established December 3, 1936, when Capt. A. E. La Porte brought Pan American Airways' Hawaii Clipper to a landing here in 15 hours and 58 minutes.

Lt. Cmdr. Knefler McGinnis led six planes of squadron VP-10 to the fleet air base over the same route in 24 hours and 45 minutes in 1934, arriving here January 11 of that year.

The famous sailing ship Sovereign of the Seas, one of the fleetest vessels in America's proud clipper fleet, crossd from San Francisco to Honolulu in 23 days in 1853. A fast voyage was made in 1852 when the bark Pathfinder made the run here from San Francisco in 11 days.

Commanding Officers

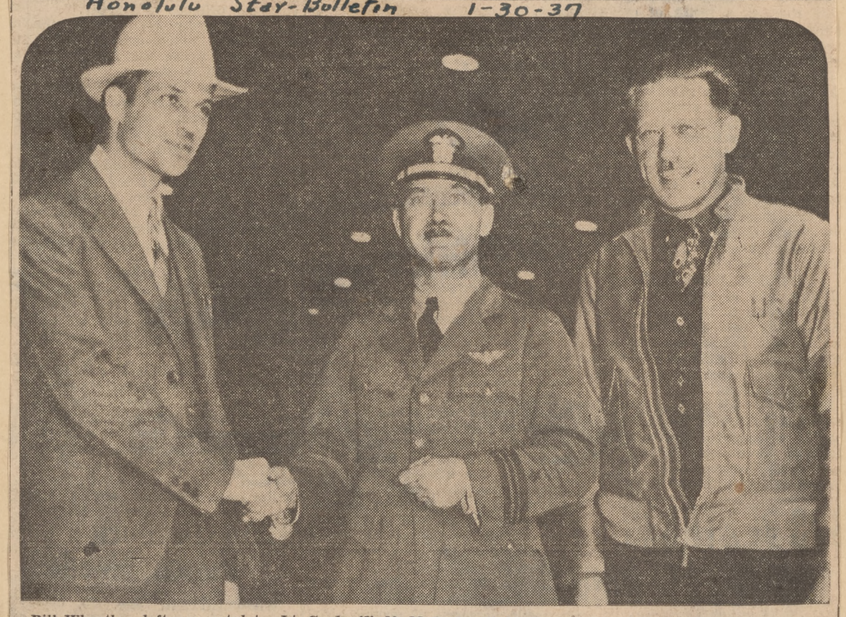
Commanding officers and pilots of the 12 planes are: 6P-1, Lt. Cmdr. William M. McDade, flight commander; 6P-2. Lt. (jg) G. C. Briant; 6P-3, Lt. (jg) Douglas B. Brokenshire; 6P-4, Lt. Warren W. Harvey; 6P-5, Lt. (jg) J. B. H. Young; 6P-6, Lt. (jg) L. O. Mathews Jr.

6P-7, Lt. R. W. D. Woods; 6P-8, Lt. (jg) G. L. Heap; 6P-9, Lt. (jg) J. O. Biglow; 6P-10, Lt. (jg) W. M. Drane; 6P-11, Lt. (jg) R. C. Bauer; 6P-12, Lt. (jg) J. A. Murphy. Lt. (jg) C. H. Ostrom is making the flight, assisting in navigation and communications.

2 Helped Build Navy's New Airboats

Proud Pair Are Al And Bill, Civilians Who Arrived With Mass Flight

Honolulu Star-Bulletin 1-30-37



Bill Wheatley, left, congratulates Lt. Cmdr. W. M. McDade, flight commander of the VP-6 flight, upon arrival at Pearl Harbor Friday. At right is Al Koster.—Star-Bulletin photo.

AERONAUTICAL SALES INCREASE 85% IN 1936

Broadest Gains Shown in Deliveries of Both Planes and Engines for Military Uses

WALL ST. Journal 2-2-37

Dow Jones News Service

NEW YORK—Leighton W. Rogers, president of the Aeronautical Chamber of Commerce of America, Inc., reported to members at the annual meeting that sales and deliveries of aircraft, aircraft engines and spare parts last year totaled $76,804,818, an increase of 85% over the 1935 total of $41,545,000.

Deliveries of commercial aircraft totaled 1,528 units valued at $12,535,526, compared with 1,046 units, valued at $9,669,814, in 1935, an increase of 29% over the 1935 value.

Of the total of 1,528 commercial aircraft delivered, 1,356 machines were for two, three or four persons, compared with 914 of the same type in 1935.

Deliveries of multi-engnie land planes and amphibians in the air transport class totaled 126, compared with 115 in 1935. Of the 1936 deliveries, however, 41 were delivered during the last quarter, indicating that the large orders placed for air line equipment were just beginning to leave assembly lines late in the year, and should continue, therefore, in 1937.

Deliveries of military aircraft totaled 1,024 machines valued at $26,898,916, compared with 344 planes, valued at $8,876,303, in 1935.

Deliveries of commercial aircraft engines totaled 2,527 units valued at $7,946,015, compared with 1,886 engines, valued at $6,397,751, in 1935, an increase of 24%.

Deliveries of military aircraft engines totaled 1,794 valued at $14,619,453, compared with 894, valued at $5,906,258, in 1935.

Test Pilot, Service Expert Saw Ships Put Through Paces By Heavy Storm

By JOHN WILLIAMS

A couple of civilians, William B. Wheatley and Al Koster, most of all enjoyed the mass flight of 12 navy airboats from San Diego to Pearl Harbor that arrived at dawn Friday.

They climbed from the airboats stroking overnight beards and beaming like catnipped cats.

Nobody gave them a lei, nobody fussed over them.

But they were mighty happy. It had been a great flight. One of the navy pilots said it was like going over Niagara in a barrel. But the airboats and their crews had taken it.

As each airboat was wheeled into the hangar, Bill and Al walked among them, as a hen struts among her chicks.

Indeed, these great man made birds are somehow a part of Bill and Al because they helped build them and then supervised their exhaustive test flying and delivery to the navy.

Famed In Testing, Servicing

Bill Wheatley is one of the most famed American test pilots and Al is a service expert. What the navy boys know about the new airboats, Bill and Al have told them.

These young men somehow symbolize the world leadership of American aviation.

They are young—Bill's 35, Al's 32—and their devotion to their job has made them inseparable pals. Friday's arrival at Pearl Harbor marked Bill's eighth year with the Consolidated Aircraft Corp., San Diego, and Al's served seven years.

It was Bill who test flew the 12 airboats, turned them over to Al for checking and rechecking. They pounded the airboats in heavy seas. They did everything they should not have done. That's why they enjoy the work: deliberately trying to bust what they've built.

They came down in the airboats to observe them in ocean flight and they're glad they winged their un-

(Continued on Page 4, Col. 5)

(Continued from Page 1)

erring way into tough flying conditions.

Need A Fireplace

Only fault the boys could find: Most of the way they flew in the air of 35 degrees temperature and there was no interior heating! They swear to adjust this matter in the next type they build.

There was superlative heating, however, for food. Aboard Bill's boat, the 6-P-4, the mechanic went so far as to write menus. On electric flat tops he fried ham and eggs for sandwiches.

"Boy," beamed Bill, "and they smelled good. The menus—we ate like horses—started at soup and went through to coffee and cookies. When we came to the big storm, the 'cook' squawked because the eggs rolled 'round the pan."

Bill and Al won't talk about themselves. They'll yarn about their planes all night.

They are devoted to their boss, Maj. Reuben H. Fleet, an ex-air corps pilot, founder and president of Consolidated. Since 1923 Maj. Fleet's company has built something like 2,500 planes. Consolidated, for example, built the famed Commodore airboats, really aviation's first transocean planes, which Pan American Airways used on its South American routes.

Built Fleet Trainers

The success of the Commodores gave Consolidated confidence. They built many types for the army and navy. Famous is the Fleet Trainer and to cope with the demand Consolidated has a Canadian factory, which supplies the trainers to the British empire and every European country.

The 1930 Consolidated absorbed the Thomas Morse Aircraft Co. and soon moved production units from the east to San Diego to be right on the job with the navy, across the harbor from North Island.

Today the factory employs 3,700 men. The main workshop is 1,000 by 300 feet. Eleven planes are being produced monthly, the world's greatest output for one factory. In an experimental "hush-hush" shop nearby is being built an airboat designed for greater size and performances than these now at Pearl Harbor.

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They will remain at Pearl Harbor just so long as they can find errors (if any) in the airboats.

The more they can get together with the navy boys means the better air defense America will have.

NAVAL PLANES BATTLE STORM ON HAWAII HOP

Eighty Men Pilot Craft Over Pacific From San Diego In 21 Hours 48 Minutes

McDade Puts Ship Down In Pearl Harbor at 4:29 A. M. To Receive Welcome

Honolulu Star-Bulletin 1-29-37

By JOHN TERRY

Thirteen officers and 67 enlisted men of the fleet air base are resting today after bringing the 12 new patrol bombing planes of Squadron VP-6 safely to Pearl Harbor through a violent storm in the closing hours of a flight from San Diego.

Behind the silver hulls of the navy's newest aircraft lies a 2,631 mile ocean route, successfully covered in a 21 hour 48 minute flight, which ended when Lt. Cmdr. William M. McDade, squadron commander, radioed his arrival time at Pearl Harbor at 3:50 this morning.

His plane, first to land, swept down on the channel surface opposite the air base at 4:29. A few minutes later he was ashore, bringing with him the first detailed report of an hour's fight with a storm encountered approximately 300 miles from Pearl Harbor at midnight.

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Preliminary indications of weather trouble were afforded by radio messages, the first at 12 p. m. last night saying, "Am in very bad weather at 12,000 feet in vicinity of Pelican (aircraft tender). Give weather report immediately."

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Just as a red dawn was breaking behind Diamond Head, Lt. (jg) J. B. H. Young's plane, last of the group to land, touched water at 6:35, bringing to a close the biggest

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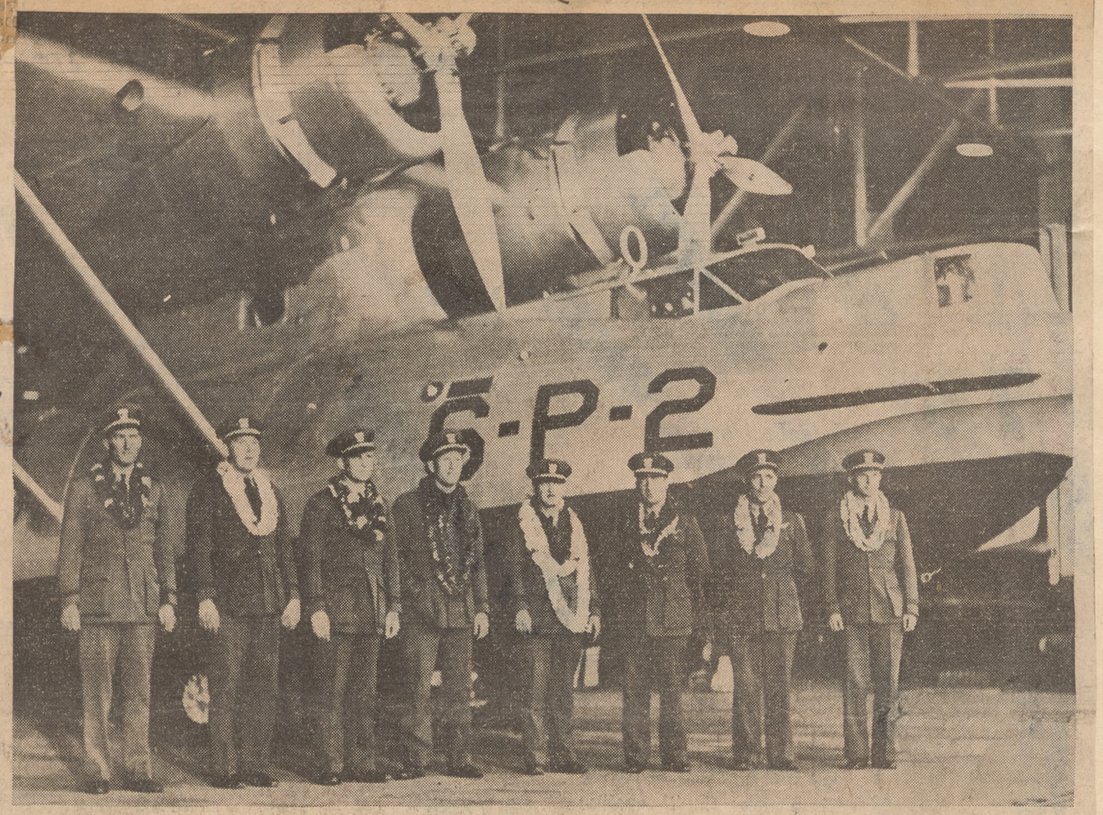
"To fly 12 large planes in formation through all kinds of weather for a distance of 2,600 miles and maintain a schedule of departure and arrival fixed several weeks ago is a gratifying example of the efficiency of our naval aviation."

NAVY PILOTS WHO VANQUISHED STORM AT SEA



Above are eight of 13 officers who flew from San Diego to Pearl Harbor, arriving this morning in new patrol bombing planes. They are shown alongside number 2 plane of squadron, inside hangar at fleet air base. Photograph indicates size of planes, whose wingspread measures 104 feet. Left to right, Lt. (jg) J. B. H. Young; Lt. (jg) J. L. Heap; Lt. W. W. Harvey; Lt. (jg) G. C. Briant; Lt. Cmdr. W M McDade, commanding officer; Lt. R. W. D. Woods, executive officer; Lt. (jg) L. O. Matthews, and Lt. (jg) W. M. Drane. Missing from the picture are Lt. (jg) Douglas B. Brokenshire, Lt. (jg) J. O. Biglow, Lt. (jg) R. C. Bauer, Lt. (jg) J. A. Murphy, Lt. (jg) C. H. Ostrum.—Star-Bulletin photo.

ARMY & NAVY

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S.D. UNION 2-24-37

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12 NAVY PLANES ARRIVE AT P. H.

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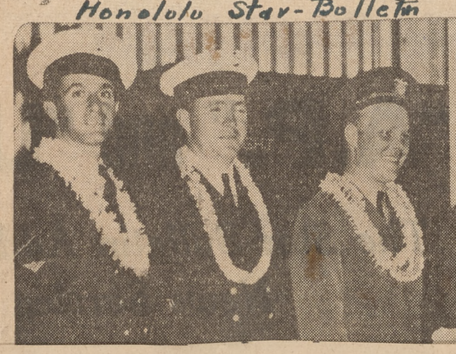
Approximaetly 170 men and women, and even a few children, lined the shoreside of the squadron's hangar to welcome the fliers.

Capt. Kenneth Whiting, air base commander, and Cmdr. Henry M. Mullinnix, air base executive offi-

ALOHA TO SQUADRON VP-6; PLANE CREWS RELAX AFTER FLIGHT

Honolulu Star-Bulletin 1-29-37



Three years ago The Star-Bulletin added the United Press Business and Economic Service to its already substantial telegraph news.

Now the general news service of the United Press is added---a daily budget of general national and international news.

With this addition, The Star-Bulletin has the general news services of the two greatest press associations of the world.

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Diamond Head Terrace—3 bdm. home, 2 car garage, best swimming, near carline. Ph. 65506.

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1524 Pensacola St.—Room with excellent home cooking for gentleman. Car space, swimming pool. Ph. 65506.

15 Room and Board

Woman for housework, $6 week. Write Box 36, Star-Bulletin.

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At 415 Lewers St.—1 bedroom apt., attractively furnished. Phone 92585.

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12 Navy Planes Due At 1 Friday Morning

TAILWINDS AID SQUADRON ON HAWAII FLIGHT

Planes Leave San Diego At 6:05 Honolulu Time On 2,631 Mile Journey

Making Good Progress As Headwinds End, Gasoline Loads Are Lightened

At 12 noon today, Honolulu time, the 12 navy planes of squadron VP-6 reported by radio their position as exactly one quarter of the way across the Pacific to Pearl Harbor from San Diego, navy authorities here announced.

The squadron reported it had flown out of head winds which delayed the flight in its initial stages, and for the rest of the aerial voyage to Pearl Harbor expected either no wind at all or favorable wind.

Arrival here is still placed after midnight tonight, probably about 1 Friday morning.

The quarter mark would place the planes approximately 657 miles out of San Diego. The six hour time elapsed over that distance would put their average speed at approximately 109½ miles an hour.

SAN DIEGO, Cal., Jan. 28 (AP).—Increasing their speeds as gasoline loads lightened, 12 navy planes en route to Honolulu reported this afternoon they were making good time with "everything going fine."

Light headwinds encountered during the forenoon were succeeded by tailwinds which were expected to continue during the remainder of the flight.

Th squadron passed the first surface ship, the aircraft tender Sandpiper, at 10 this morning, Honolulu time.

Later this afternoon the planes passed over the destroyer Chandler, 680 knots west of San Diego they wirelessed to the radio station.

The planes started their 2,631 mile mass flight to Honolulu at 8:35 this morning (6:05 HST).

It required 98 minutes for the planes to get into formation in the air and head out to the west over the Pacific.

The first of the seaplanes rose from the water at 6:39 and the others followed at regular intervals. Each circled over the navy air station, gaining altitude, until the 12th ship hopped at 7:36.

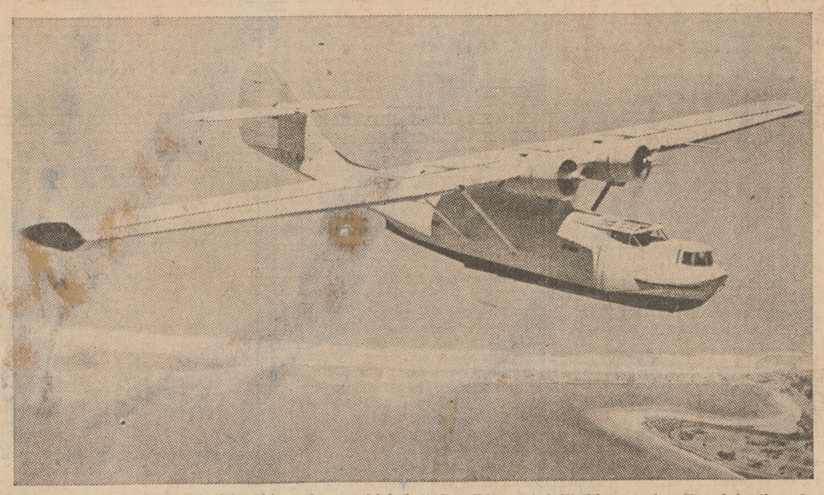
Then Lt. Cmdr. William H. McDade, commander of the flight, signaled for formation at 10,000 feet. The pilots put their ships into gradual climbs and at 8:35 squadron formation of 12 was made and the ships sped out to sea.

A total personnel of 80, 13 officers and 67 men, was aboard the planes. Some of the flying boats

(Continued on Page 2, Col. 4)

Honolulu Star-Bulletin 1-28-37

12 OF THESE NAVY PLANES HOP FOR HAWAII



One of the 12 PBY-1 patrol bombing planes which left San Diego at 6:05 this morning Honolulu time for Pearl Harbor appears above in a recent test flight over the California coast line. These planes, latest addition to the flying squadrons of the fleet, have a cruising range exceeding 3,400 miles. Lt. Cmdr. William M. McDade commands the flight, which will reach the fleet air base about midnight or early Friday morning, as replacements for old equipment in squadron VP-6 stationed here.

WINDS DELAY NAVY'S FLIGHT

(Continued from Page 1)

carried six and others seven.

Seven surface ships were spaced along the course of the flight, the Chandler, Gannet, Sandpiper, Avocet, Swan, Breese and Whippoorwill, the last four from Pearl Harbor.

Crowds assembled along the waterfront and at Point Loma to watch the planes get into the air, while friends and relatives of the fliers went to the North Island naval air station to say their final goodbyes.

Satisfactory weather over the Pacific was reported for the flight. The personnel expected to alight at Pearl Harbor within 20 hours and to eat a late night "breakfast" at the air station there.

Everything is in readiness here for handling the planes on their arrival.

Because the navy regards the flight as a routine replacement trip made at a time when transpacific flying has become almost commonplace, no reception program will be held.

However, wives and close friends of the fliers will be on hand to greet them. They have been absent since last fall, when they went to San Diego to take charge of the new planes.

The squadron is winging toward Pearl Harbor over a 2,631 land mile ocean route between San Diego and Oahu.

Although the navy is making its routine flight today with no attempt at any speed marks, a review of elapsed time in other flights from the mainland to Hawaii cammands interest.

The fastest time ever recorded on the 2,400 mile eastward run from Alameda to Pearl Harbor was established December 3, 1936, when Capt. A. E. La Porte brought Pan American Airways' Hawaii Clipper to a landing here in 15 hours and 58 minutes.

Lt. Cmdr. Knefler McGinnis led six planes of squadron VP-10 to the fleet air base over the same route in 24 hours and 45 minutes in 1934, arriving here January 11 of that year.

The famous sailing ship Sovereign of the Seas, one of the fleetest vessels in America's proud clipper fleet, crossd from San Francisco to Honolulu in 23 days in 1853. A fast voyage was made in 1852 when the bark Pathfinder made the run here from San Francisco in 11 days.

Commanding Officers

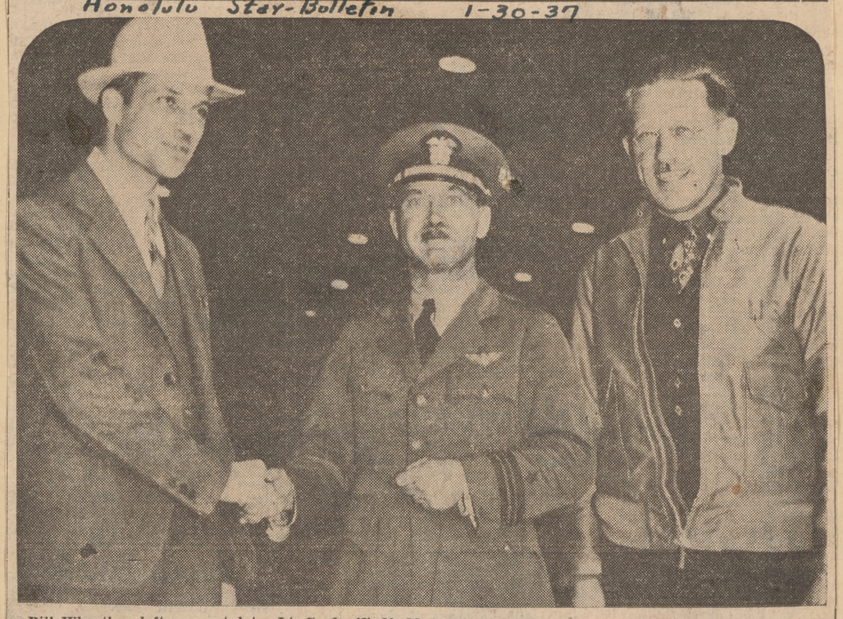
Commanding officers and pilots of the 12 planes are: 6P-1, Lt. Cmdr. William M. McDade, flight commander; 6P-2. Lt. (jg) G. C. Briant; 6P-3, Lt. (jg) Douglas B. Brokenshire; 6P-4, Lt. Warren W. Harvey; 6P-5, Lt. (jg) J. B. H. Young; 6P-6, Lt. (jg) L. O. Mathews Jr.

6P-7, Lt. R. W. D. Woods; 6P-8, Lt. (jg) G. L. Heap; 6P-9, Lt. (jg) J. O. Biglow; 6P-10, Lt. (jg) W. M. Drane; 6P-11, Lt. (jg) R. C. Bauer; 6P-12, Lt. (jg) J. A. Murphy. Lt. (jg) C. H. Ostrom is making the flight, assisting in navigation and communications.

2 Helped Build Navy's New Airboats

Proud Pair Are Al And Bill, Civilians Who Arrived With Mass Flight

Honolulu Star-Bulletin 1-30-37



Bill Wheatley, left, congratulates Lt. Cmdr. W. M. McDade, flight commander of the VP-6 flight, upon arrival at Pearl Harbor Friday. At right is Al Koster.—Star-Bulletin photo.

AERONAUTICAL SALES INCREASE 85% IN 1936

Broadest Gains Shown in Deliveries of Both Planes and Engines for Military Uses

WALL ST. Journal 2-2-37

Dow Jones News Service

NEW YORK—Leighton W. Rogers, president of the Aeronautical Chamber of Commerce of America, Inc., reported to members at the annual meeting that sales and deliveries of aircraft, aircraft engines and spare parts last year totaled $76,804,818, an increase of 85% over the 1935 total of $41,545,000.

Deliveries of commercial aircraft totaled 1,528 units valued at $12,535,526, compared with 1,046 units, valued at $9,669,814, in 1935, an increase of 29% over the 1935 value.

Of the total of 1,528 commercial aircraft delivered, 1,356 machines were for two, three or four persons, compared with 914 of the same type in 1935.

Deliveries of multi-engnie land planes and amphibians in the air transport class totaled 126, compared with 115 in 1935. Of the 1936 deliveries, however, 41 were delivered during the last quarter, indicating that the large orders placed for air line equipment were just beginning to leave assembly lines late in the year, and should continue, therefore, in 1937.

Deliveries of military aircraft totaled 1,024 machines valued at $26,898,916, compared with 344 planes, valued at $8,876,303, in 1935.

Deliveries of commercial aircraft engines totaled 2,527 units valued at $7,946,015, compared with 1,886 engines, valued at $6,397,751, in 1935, an increase of 24%.

Deliveries of military aircraft engines totaled 1,794 valued at $14,619,453, compared with 894, valued at $5,906,258, in 1935.

Test Pilot, Service Expert Saw Ships Put Through Paces By Heavy Storm

By JOHN WILLIAMS

A couple of civilians, William B. Wheatley and Al Koster, most of all enjoyed the mass flight of 12 navy airboats from San Diego to Pearl Harbor that arrived at dawn Friday.

They climbed from the airboats stroking overnight beards and beaming like catnipped cats.

Nobody gave them a lei, nobody fussed over them.

But they were mighty happy. It had been a great flight. One of the navy pilots said it was like going over Niagara in a barrel. But the airboats and their crews had taken it.

As each airboat was wheeled into the hangar, Bill and Al walked among them, as a hen struts among her chicks.

Indeed, these great man made birds are somehow a part of Bill and Al because they helped build them and then supervised their exhaustive test flying and delivery to the navy.

Famed In Testing, Servicing

Bill Wheatley is one of the most famed American test pilots and Al is a service expert. What the navy boys know about the new airboats, Bill and Al have told them.

These young men somehow symbolize the world leadership of American aviation.

They are young—Bill's 35, Al's 32—and their devotion to their job has made them inseparable pals. Friday's arrival at Pearl Harbor marked Bill's eighth year with the Consolidated Aircraft Corp., San Diego, and Al's served seven years.

It was Bill who test flew the 12 airboats, turned them over to Al for checking and rechecking. They pounded the airboats in heavy seas. They did everything they should not have done. That's why they enjoy the work: deliberately trying to bust what they've built.

They came down in the airboats to observe them in ocean flight and they're glad they winged their un-

(Continued on Page 4, Col. 5)

(Continued from Page 1)

erring way into tough flying conditions.

Need A Fireplace

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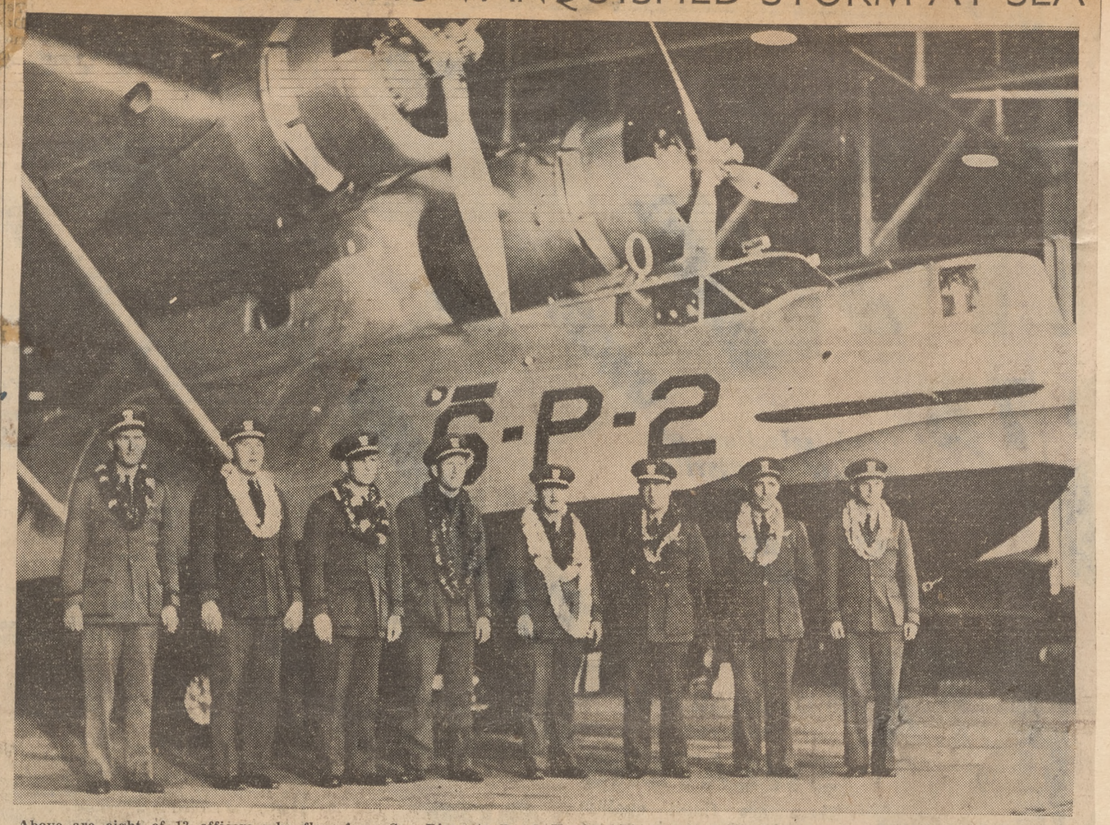

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Capt. Kenneth Whiting, air base commander, and Cmdr. Henry M. Mullinnix, air base executive officer, were among the first to greet Cmdr. McDade.

Capt. Whiting laid an arm around the squadron commander's shoulder.

"Nice work, Shorty," he said.

Trying Voyage Completed

It was a commendation from one of the navy's first airplane pilots to a flier who had brought his planes through a trying voyage.

Shortly before 4 the red and green lights of the squadron appeared in the eastern sky approaching Pearl Harbor. The soft hum of engines swelled to a roar as the planes swept over the base.

"They're making sweet music," an enlisted man commented.

The moon was riding almost directly overhead, shining through fleecy clouds. Against it the planes were silhouetted like immense black birds.

Green rockets arched into the sky, signaling to the fliers that the channel was clear for a landing.

Circles Base Twice

Shortly after 3:50 Cmdr. McDade came in for a landing. His plane roared low over the water, then rose with blue fire streaming from exhausts of the two engines, to circle over the base again.

He was down at 4:29. Beach crews met his plane at the ramp's edge and brought it ashore by tractor.

Remaining planes made their landings in accordance with flares fired from shore, green denoting a clear channel, red warning of obstructions.

Occasional pieces of debris drifted down the channel, washed into the water by heavy rains which accompanied a storm that broke over Oahu at midafternoon.

Morning Breaks Clear

Serene morning skies bore little resemblance to the black clouds that had piled up over the island earlier.

The aircraft tender Pelican from Pearl Harbor, stationed 300 miles toward San Diego from Pearl Harbor, had notified the squadron before its takeoff on the coast that a thunder shower was gathering over the islands.

Squadron personnel is expected back on duty Monday. The new twin engined planes, capable of flying in excess of 3,400 miles, face a strenuous period of training operations, making up for time which crews lost while their planes were being completed.

Crews were as follows:

6-P1—Lt. Cmdr. W. M. McDade, commanding the entire flight, pilot; Louis Serpa, ACMM, NAP, second pilot; Henry Hurley, ACMM, plane captain; T. D. Duval, AMM1c, mechanic; E. J. McCormick, CRM, radio.

6-P2—Lt. (jg) G. C. Briant, pilot; F. M. Screws, AMM1c, NAP, second pilot; C. H. Bishop, ACMM, plane captain; P. L. Smith, AMM1c, mechanic; W. E. Benham, RM1c, radio; H. R. Green, RM2c, radio.

6-P3—Lt. (jg) Douglas B. Brokenshire, pilot; B. Sears, AMM1c, NAP, second pilot; R. R. Metzger, ACMM, plane captain; K. K. Kimmons, AMM2c, mechanic; J. F. Siebenthal, RM1c, radio; L. O. Polk, RM2, radio; J. Alkov, AMM1c, instruments.

6-P4—Lt. Warren W. Harvey, pilot; N. W. Woodruff, ACMM, NAP, second pilot; H. G. Byron, ACMM, plane captain; C. Hensen, AMM1c, mechanic; O. W. Miller, RM1c, radio.

6-P5 —Lt. (jg) J. B. H. Young, pilot; H. C. Smathers, AMM1c, NAP, second pilot; M. S. Harrell, ACMM, plane captain; W. Z. Paulk, AMM1c, mechanic; F. M. Williams, RM2c, radio; H. E. Rutherford, AMM1c, NAP, third pilot.

6-P6—Lt. (jg) L. O. Matthews Jr., pilot; A. E. White, AMM1c, NAP, second pilot; H. E. Leedom, AMM1c, NAP, third pilot; N. Evaschuk, AMM1c, plane captain; C. L. English, AMM2c, mechanic; L. M. Hurtado, CRM, radio.

6-P7—Lt. R. W. D. Woods, pilot; W. P. Brett, ACMM, NAP, second pilot; C. D. Conway, ACMM, plane captain; E. A. Turner, AMM1c, mechanic; D. E. Standford, RM1c, radio.

6-P8—Lt. (jg) G. L. Heap, pilot; J. E. Desjardines, ACMM, NAP, second pilot; L. A. Knight, ACMM, plane captain; H. J. Kolb, AMM1c, mechanic; W. H. Harris, RM1c, radio.

6-P9—Lt. (jg) J. O. Biglow, pilot; K. L. Moser, AMM2c, NAP, second pilot; S. W. Wooten, ACMM, plane captain; J. D. Kirk, AMM2c, mechanic; A. W. Andrews, RM2c, radio.

6-P10—Lt. (jg) W. M. Drane, pilot; D. B. Mommsen, AMM1c, NAP, second pilot; W. C. Curry, ACMM, plane captain; J. H. Bell, AMM1c, mechanic; L. E. Leonard, RM1c, radio.

6-P11—Lt. (jg) R. C. Bauer, pilot; H. H. Karr, ACMM, NAP, second pilot; D. B. McKay, ACCM, plane captain; B. S. Frick, AMM1c, mechanic; T. E. Muran, RM2c, radio.

6-P12—Lt. (jg) J. A. Murphy, pilot; R. P. Minnicar, AMM2c, NAP, second pilot; H. S. Schutt, ACMM, plane captain; A. B. Herb, AMM1c, mechanic; H. M. Davis, RM2c, radio.

Others included on the flight list of the second detachment (last six crews above) are H. A. Wolfe, ACMM, NAP; W. T. Whitham, RM1c, and R. B. Reuger, RM1c.

ALOHA TO SQUADRON VP-6; PLANE CREWS RELAX AFTER FLIGHT

Honolulu Star-Bulletin 1-29-37

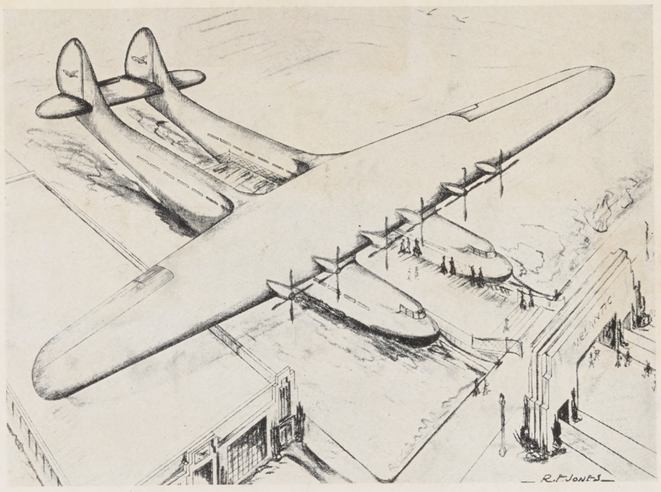
Scenes following arrival at Pearl Harbor of 12 new patrol bombing planes at 3:50 this morning from San Diego appear above. 1—Crew of lead plane commanded by Lt. Cmdr. W. M. McDade prepare to cut aloha cake. Left to right, E. J. McCormick, CRM; Louis Serpa, aviation chief machinist mate and second pilot; Lt. (jg) C. H. Ostrom; Cmdr. McDade; Henry Hurley, aviation chief machinist mate; Thomas Duval, aviation machinist mate first class; Reginald Fourcher, radioman second class. 2—Lt. (jg) W. M. Drane, pilot of plane 6-P-10, and Mrs. Drane. 3—Thomas Duval, left, and Reginald Fourcher, right, try out coffee and sandwiches in VP-6 hangar. 4.—Cmdr. McDade cuts aloha cake. 5—Lt. (jg) L. O. Matthews, commanding plane 6-P-6, offers Joe Christmas a bite of Swiss cheese sandwich. 6—Cmdr. Henry M. Mullinnix, fleet air base executive officer (left), and Capt. Kenneth Whiting, air base commander (right), greet Cmdr. McDade (center), alongside his plane.—Star-Bulletin photos.

N.A.A. Magazine - January 1937

Air Giants to Come

Experts Predicting Flying Boats and Planes up to 500 Tons

EDITOR'S Note—The "airplane of the future" is being discussed more and more. Predictions by leading aeronautical engineers as to the size of the air transports to come are hitting the front pages of newspapers with increasing frequency. Previous mention has been made of the new forty-one ton Boeing clippers now under construction and of the designs by Glenn L. Martin for transoceanic flying boats of enormous size. Here are the opinions of three experts revealed in various ways in the public prints recently.



Artist's design of a twin-hulled 15-passenger flying boat described by Mr. Laddon. Courtesy of *The Consolidator*, Consolidated Aircraft Co.

CONSOLIDATED

Flying 300,000 pounds through the air at more than four miles per minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future, according to I. M. Laddon, chief engineer of Consolidated Aircraft Corporation, San Diego. Mr. Laddon's comments appeared in a recent issued of *The Consolidator*, the company's house magazine.

"Our engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles per hour," he said. "Making appropriate changes in size and improvements consistent with the present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles per hour with a cruising speed of 230 miles per hour are attainable.

"One hundred and fifty passengers can travel in this air liner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious Pullman seats convertible to sleeping berths for overnight travel. The state rooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of twenty, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry over 15,000 gallons of gasoline which will be sufficient for 4,000 miles of flight.

"The design of the twin hulls is based on the most advanced type tested by the National Advisory Committee for Aeronautics at Langley Field, Virginia. This type gives very low water and air resistance.

"Each of the six and three-quarter foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower approximately half of which could be disconnected for servicing in flight."

Mr. Laddon said that while the design study was based on light gasoline engine design, the great strides that are being made in Diesel engine development make it reasonable to believe that they also may be available for airplanes of this size. "The Diesel engine would give even greater efficiency resulting in lower cost of operation.

"A landing speed of 60-75 miles per hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

"An initial wing loading of forty-six pounds per square foot will insure riding comfort hitherto unknown. Although the range of the airplane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have successfully increased from fifteen pounds to thirty pounds per square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

"More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-sized aircraft are rapidly being worked out so that great forward strides are inevitable."

N A A Magazine January 193-

$80,000,000 Army-Navy Contracts

1,543 Airplanes and 2,500 Engines Now Being Built

THE Army and Navy start the year 1937 with almost $80,000,000 in contracts for airplanes and engines now in the process of being filled—probably the largest amount of peace-time aircraft construction experienced so far by the aviation industry.

While some of these contracts were let quite some time ago, they represent the actual working orders which are keeping American aircraft manufacturers busy. Most of the companies supplying military aircraft are working at top speed. A number of contracts of fairly recent origin were completed in quick order and have not been included in the compilation herewith of orders now being filled.

Douglas Aircraft, Northrop, North American and Consolidated have been the big recipients during the past year for aircraft orders, while engine orders in large quantities have gone to Pratt and Whitney and Wright Aeronautical.

The contracts call for 1,543 planes and 2,500 aircraft engines, divided as follows: Army, 950 planes and 1,425 engines; Navy, 593 planes and 975 engines.

ARMY AIRPLANES

Contractor	*Type*	*Quantity*	*Contract Price*
Boeing Aircraft	YB-17	13	$3,823,807.75
Douglas Aircraft	O-46A	90	1,950,486.62
Douglas Aircraft	C-33	18	1,291,034.00
Douglas Aircraft	B-18	133	9,348,871.60
Lockheed Aircraft	Y1C-36	3	113,403.40
Northrop Corporation	A-17	110	2,042,750.49
Northrop Corporation	A-17A	100	2,560,074.00
North American Aviation	BT-9	82	974,731.80
North American Aviation	BT-9B	117	1,441,238.99
North American Aviation	O-47	109	3,492,055.00
Seversky Aircraft	P-35	77	
Stearman Aircraft	PT-13	26	243,470.36
Stearman Aircraft	PT-13A	72	329,659.00
Engines			
Aviation Mfg. Co.	R-680-5	50	102,850.00
Aviation Mfg. Co.	R-680-7	66	157,080.66
Pratt and Whitney	R-1535-7	159	1,667,506.05
Pratt and Whitney	R-1535-13	200	2,064,733.00
Pratt and Whitney	R-1830-9	154	1,609,300.00
Pratt and Whitney	R-1830-13	5	59,629.90
Wright Aeronautical	R-975-7	164	676,668.20
Wright Aeronautical	R-1820-45	478	4,871,318.00
Wright Aeronautical	R-1820-39	104	
Wright Aeronautical	R-1820-47	40	329,995.00
Le Blond Aircraft	R-270	5	5,240.00
Total			$40,816,411.13

NAVY AIRPLANES

Contractor	*Type*	*Quantity*	*Contract Price*
Northrop Corp.	Bombers	54	2,084,815.00
Grumman Aircraft	Amphibians	29	845,964.00
Sikorsky Aircraft	Amphibians	3	396,500.00
Consolidated Aircraft	Patrol Boats	60	6,506,000.00
Consolidated Aircraft	Patrol Boats	50	3,984,827.00
Consolidated Aircraft	Patrol Boats	66	6,056,500.00
Curtiss Airplane	Scout Bombers	83	2,045,783.00
Vought Aircraft	Scout Bombers	54	2,240,995.00
Vought Aircraft	Scout Bombers	40	854,877.31
Curtiss Airplane	Scout Observation	40	759,680.00
Douglas Aircraft	Torpedo Bombers	114	3,636,010.00
Engines			
Pratt and Whitney	1340	52	297,902.00
Pratt and Whitney	1535	56	620,476.92
Pratt and Whitney	1535	249	2,743,721.71
Pratt and Whitney	1690	9	62,834.31
Pratt and Whitney	1830	150	1,764,786.60
Pratt and Whitney	1830	84	957,789.40
Pratt and Whitney	1830	64	724,978.87
Pratt and Whitney	1830	131	1,465,667.44
Wright Aeronautical	760	180	457,339.00
Total			$38,507,447.56
Grand Total, Army and Navy			79,323,858.69

RUSSIA TO RECEIVE S. D. PLANE NOV. 1

S.D. UNION — 2-28-37

Officials of the Consolidated Aircraft Corp., announced yesterday that a seaplane, similar in type to the navy's BY-1 but to be used exclusively for commercial purposes, will be delivered to the Russian government about Nov. 1. It is understood the airboat is to be used in passenger and airmail service in the Baltic sea and along the Volga.

Six airboats now under construction at Consolidated for the Argentine government will be ready for trial flights about June 1. It is hoped to fly the planes from San Diego to Buenos Aires.

RUSS BUY PLANE; CONSOLIDATED TO AID SOVIET PLANT

S.D. UNION — 3-1-37

Consolidated Aircraft Corp. has sold a huge seaplane, many spare parts and construction plans to the Soviet government, and has detailed 13 engineers and mechanics to the task of instructing Russian factory workers in production of the big flying boats for which Consolidated has become famous, David Fleet, son of Maj. Rueben Fleet, president of Consolidated, said yesterday.

The Russian plane factory, which Consolidated personnel will completely reorganize on a mass-production basis, is near the Azov sea, in the southeast part of the Soviet Union.

Three persons already have been assigned by Consolidated to the duty in Russia, Cass Gurney, who will direct work of mechanics; A. E. Petzon, chief of tool designing, and Etienne Dormoy, chief of engineering.

Living quarters and food of the employes will be furnished by the Russian government, and Consolidated will pay their salaries for at least one year. The Soviet government will reimburse Consolidated for the amount of the salaries, Fleet said. The men will leave within 60 days.

Fleet said that the flying boat being sold to Russia will not be used for military purposes.

AIRCRAFT WORKERS TO HOLD MEETING

S.D. SUN 2-26-37

Union employes of Consolidated Aircraft Corp. and other San Diego aviation plants will conduct a mass meeting at 8 p. m., today in Eagles Hall to discuss present labor problems in the aircraft industry, it was announced by James McDermott, president of Aircraft Local 1125, a branch of the International Association of Machinists.

Speakers will include Prof. Harry Steinmetz of San Diego State College, international vice-president of the American Federation of Teachers; and George Castleman, district representative of the International Association of Machinists.

S. D. AIRCRAFT GROUP TO DINE

S.D. SUN — 2-26-37

More than 50 members of the Irvin Aircraft Mechanics Association, who have completed advanced aeronautical training, will convene in El Cortez Hotel in their monthly dinner meeting at 7 p. m. tomorrow.

Speakers will include R. S. Schofield, representative of the Sperry Gyroscope Co., who will show movies describing the manufacture, operation and maintenance of the automatic pilot; Robert Betzinger, representative of Pratt & Whitney Co., manufacturers of the huge engines which power Consolidated's new PBY bombers, and C. A. Van Dusen, vice-president and works manager of Consolidated Aircraft Corp.

FLEET LEAVES CITY FOR KIN'S FUNERAL

EVENING TRIBUNE 2-24-37

Maj. R. H. Fleet, head of Consolidated Aircraft Corp., is en route to Aberdeen, Wash., to attend the funeral of his father, David W. Fleet, 86, who died there last night, it was reported today at the Consolidated plant. The elder Fleet was a pioneer Gray's Harbor resident, The Associated Press reports.

MAJOR FLEET'S FATHER EXPIRES

S.D. UNION 2-24-37

ABERDEEN, Wash., Feb. 23 (A. P.) — David W. Fleet, 86, pioneer Grays Harbor resident and father of Maj. Reuben H. Fleet, president of the Consolidated Aircraft Corp. of San Diego, died at home here tonight.

U.S. PROBES SAN DIEGO SITUATION

S.D. UNION — 2-27-37

Consolidated Aircraft Corp. Named in Complaints Similar to Those Filed at L. A.; 340 Workers Released.

LOS ANGELES, Feb. 26 (A.P.) — Some 200 sit-down strikers peacefully evacuated the Northrop Aircraft factory today as 343 indicted strikers arrested at the near-by Douglas plant were arraigned.

Afterward the Douglas strikers who had remained in jail since their arrest yesterday evening were released on their own recognizance by Superior Judge Emmet Wilson, after he had questioned each on his length of service with the aircraft concern.

Will Plead Tuesday

Previously Superior Judge Charles W. Fricke, before whom they were arraigned, ordered them to return to court next Tuesday to enter pleas.

The Douglas workers surrendered only after Dr. Towne Nylander, director of the regional federal labor board, entered the plant in the midst of a tense situation and assured them their recently filed complaint against the company would be heard not later than March 5.

The complaint accuses the company of violating the Wagner labor act by refusing to recognize the union and discharging men for union activities.

On behalf of Northrop employes, the United Automobile Workers union, the C. I. O. organization involved in both disputes, filed a complaint with the labor board today, charging employers with interfering with organization efforts and supporting the Northrop Employes' association.

James McDermott, president of the Aircraft local 1125 of the International Association of Machinists, principal Consolidated aircraft union, said last night that he had not been notified that Dr. Nylander was coming here, though he said complaints on the discharges of union men had been filed and the union is seeking to force an immediate vote on the collective bargaining question.

Charles A. Van Dusen, vice president of Consolidated, said he had not been notified of any visit from Dr. Nylander, who could not be located at any local hotel.

More than 650 Consolidated employes gathered at an open meeting in Eagles hall last night to hear machinist's union organizers and officers of the union.

Election Requested

Each complaint asks an election among employes to designate a collective bargaining agency.

Director Nylander of the labor board went to San Diego today to investigate a similar complaint from the machinists union against the Consolidated Aircraft Corp. there.

The San Diego complaint charges discriminatory discharge

(Continued on Page 3, Col. 2)

LABOR COMPLAINT AT CONSOLIDATED PROBED BY U. S.

(Continued from Page 1)

of two union men, spy activities against the union and fostering of a company union. It also asks a plant election to select a collective bargaining agency.

The Douglas plant will resume operations within less than a week, said a statement issued on behalf of President Donald Douglas from the company office.

The statement denied that reopening was awaiting the labor board hearing on the Douglas employes' complaint, scheduled for next Friday, March 5.

The Northrop workers came out after Chief Deputy District Attorney William Simpson and President John K. Northrop visited them in the plant.

Simpson warned them they would be indicted as the Douglas strikers were unless they evacuated this afternoon. Northrop invited them to return to work Monday and promised to deal with their elected representatives on their strike demands.

Northrop conferred privately with the leaders. He and Charles Hollingshead, strike strategy chairman, shook hands before the workmen and addressed them.

Besides the Douglas and Northrop employes' complaints, the regional labor board also has on file a complaint against the Northrop Co. from the International Association of Machinists, American Federation of Labor union. It charges Northrop is illegally fostering a company union and has been guilty of one case of discriminatory discharge.

Seek Same Objectives

Northrop Corp., a Douglas subsidiary employing 1150 men, closed its plant yesterday morning at the start of a sit-down strike seeking the same objectives as those of the Douglas strikers—15 cents an hour pay increase, recognition of a C. I. O. union and other benefits.

The county grand jury was to have held a special session this afternoon to consider indicting the Northrop sitters.

Tediously, one by one, the Douglas workers were arraigned in superior court after spending the night in jail.

They were brought from a crowded jail, where some of them had to sleep on the floor last night, and huddled into a small courtroom. There, the formality of arraigning each one separately extended long into the afternoon. The men seemed still in the sprightly mood that characterized their surrender.

First to be arraigned were William Busick and Andrew Schmolder, C. I. O. organizers, both Los Angeles residents for several years, released on bond last night.

Would Resume Picketing

They declared the strike would go on and Busick expressed hope the indicted workers could gain immediate release so they could go back on the picket lines. The Douglas plant remained closed today.

Counsel for the group said bail of $341,000—or $1000 for each man—was arranged before they came to court.

The bail bond firm, Cantillon, Groves and Glasser, reported the premium of $20,000 for the bonds came from the C. I. O. in Detroit.

S. D. AIRCRAFT UNIT ASKS RECOGNITION

S.D.SUN — 2-27-37

Consolidated Chiefs Wait Return Of Major Fleet From East

By United Press

LOS ANGELES, Feb. 27.—Dr. Towne Nylander, regional director of the National Relations Board, said today that no hearing would be set on a request of employes of the Consolidated Aircraft Corporation for certification of an election to select a collective bargaining agency until after March 5. Nylander returned from San Diego today.

The San Diego request, he said, had no connection with the Douglas and Northrop strikes.

Recognition of Aircraft Local 1125, International Association of Machinists, as the official bargaining unit of employes at Consolidated Aircraft Corp. yesterday was requested by George Castleman, district organizer for the union.

Mr. Castleman revealed to 750 Consolidated employes at a mass meeting in Eagles' Hall last night that he had conferred with C. A. Van Dusen, assistant to the president and works manager, for 2½ hours yesterday afternoon and had made two requests:

1. Recognition of the union as the collective bargaining agency for the employes.

2. If this is not agreeable, to hold an election in the plant to allow employes to determine what group shall represent them.

Mr. Van Dusen, according to Mr. Castleman, said he did not have the power to act on these issues.

It would be necessary to contact Maj. Reuben Fleet, president of the concern, who is now in Washington, D. C., on business, Mr. Castleman said Mr. Van Dusen informed him.

Mr. Van Dusen said he had spoken to Dr. Towne Nylander, director of the regional Federal Labor Board, who was here briefly yesterday.

Informal Talks Held

"The conference was on regular National Labor Relations Board business," Mr. Van Dusen said.

"We have also had purely informal talks with Mr. Castleman in the past. Nothing of importance was discussed. We have never refused to meet with people who claim to represent our employes."

James McDermott, president of Aircraft Local 1125, which is an affiliate of the American Federation of Labor, said that charges have been filed with the National Labor Relations Board against

Turn to Page 2, Col. 2.

AIR UNIT ASKS RECOGNITION

(Continued from Page 1)

Consolidated Aircraft Corp.

He affirmed reports from Los Angeles that a case is pending before the NLRB dealing with asserted discriminatory discharge against two union men.

Fleet Soon Back

"If the company refuses to permit an election," Mr. McDermott said, "the National Labor Relations Board takes the case to court as a civil matter, on the basis that the concern has defied the Wagner Labor act."

Maj. Fleet is expected to return to San Diego in about two weeks, according to Mr. Van Dusen.

Last night's meeting was presided over by McDermott and other speakers included Prof. Harry Steinmetz of San Diego State College, international vice president of the American Federation of Teachers.

Prof. Steinmetz gave a survey of labor troubles throughout the world.

Urges Drastic Action

"There is one spy out of every 20 workers in San Diego," he declared, adding, "It is time that they were run out of town."

He insisted that aircraft concerns "can't afford to have labor troubles," because "the competition for skilled workers is so great."

Three Men Assigned By Consolidated To Jobs in Russia

S.D. Tribune — 3-2-37

Three Consolidated Aircraft Corp. employes, first of 13 engineers and mechanics of the firm detailed to the task of instructing Russian factory workers in the production of Consolidated-type flying boats have been assigned to duty at a Russian plane factory near the Azov sea, in the southeast part of the Soviet union. They are C. Gurney, who will direct the work of mechanics; A. E. Petzon, chief of tool designing, and Etienne Dormoy, chief of engineering, who are expected to leave within 60 days.

Word of their assignment came as Consolidated officials announced that their firm has sold a huge seaplane, many spare parts and construction plans to the Soviet government. David Fleet, son of Maj. R. H. Fleet, president of Consolidated, said living quarters and food of the Consolidated employes will be furnished by the Russian government, with Consolidated paying their salaries for at least one year, later being reimbursed by the Soviet government for the amount of the salaries. Fleet said the flying boat being sold to Russia will not be used for military purposes.

S.D. SUN — 3-3-37

CONSOLIDATED STOCKS BREAKS 8-YEAR MARK

Consolidated Aircraft common stock spurted 3⅞ points to a new eight-year high of 33½, on the New York Curb Exchange today.

The issue closed at 32⅞, up 3¼ from the Saturday close, on turnover of 22,000 shares. Price reached today by stock of the local aircraft company marks a new high since 1929.

The issue reachced a 1936-37 low of 14¾. The depression low was set in 1933 at 6.

CONSAIR LABOR HEARING SET

S.D.SUN — 3-4-37

Relations Board To Act On Thursday

A National Labor Relations Board hearing to discuss the holding of a labor vote at the Consolidated Aircraft Co. plant has been set for Thursday at 10 a. m. in the local Federal building, it was learned here today.

Officials of Aircraft Local 1125, International Association of Machinists, had applied to Dr. Towne Nylander, NLIB regional director for certification of an election to determine which agency shall represent the employes in collective bargaining.

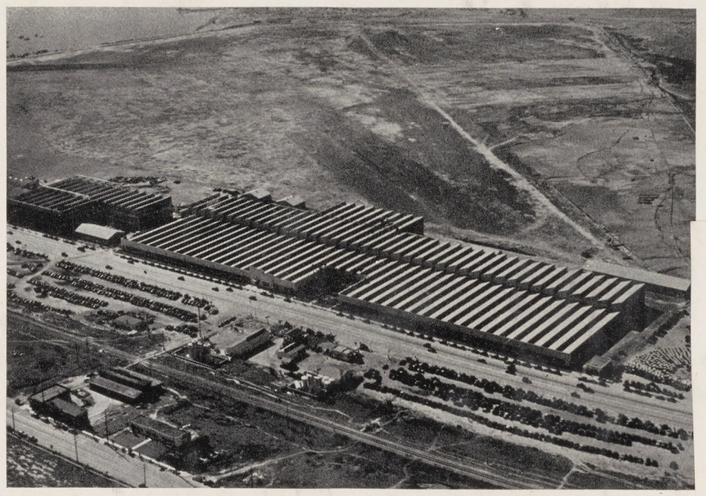
Maj. Reuben Fleet, president of Consolidated, who has been kept informed of the labor development at his plant, is in the east on important business matters, and is expected to return here about March 17.

We Visit Consolidated

A Story of the Fourteen Years of Existence of the Aircraft Manufacturing Corporation Whose New Home Is at San Diego, California

By JACK FROST

Secretary to the President of Consolidated



This air view is of the extensive new plant at San Diego, California, of the Consolidated Aircraft Corporation. The plant is situated on Lindbergh Field on San Diego's water front.

CONSOLIDATED Aircraft Corporation was founded by Major R. H. Fleet, May 23, 1923. Since that time the company has manufactured and sold over $27,000,000 worth of aircraft and parts. At the present time the company has an additional backlog of $17,250,000.

Airplanes designed and manufactured by this company have flown a total of more than 250,000,000 miles and have a record for safety and ease of maintenance unequalled by those of any company in the world.

For ten years the company carried on its business at Buffalo, N. Y. For five years a careful survey was made of all cities in the United States having more than 100,000 population, to select the best location for a permanent factory. Twice each year Major Fleet flew around the country examining localities and municipal airports. A site was wanted on a publicly owned and operated airport, having publicly owned water front on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, and in a southern climate unhampered by snow and ice and yet not unbearably hot. Finally San Diego, California, was decided upon as the best site for its future home.

The magnitude of a move of a plant the size of Consolidated, can hardly be realized until it actually is effected. More than 300 selected employees moved with the company from the East to form the nucleus of the company's trained organization, hundreds more followed within a short time and on October 20, 1935, the new plant was officially dedicated at San Diego with some 875 employees on the payroll.

The plant, as constructed, was considered to be the last word in aircraft factory efficiency. Every proved device for the safe and rapid manufacture of aircraft was made a part of the equipment installed in the plant. Nevertheless, within a few months, the tremendous volume of business gained by the company, had trebled the payroll and in order to meet scheduled deliveries, it was decided to increase the size of the plant by approximately 80 per cent.

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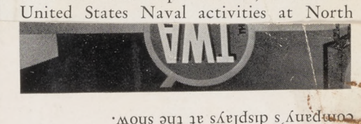


Show at New York

tracted Great Attention and

THOUSANDS of men, women and children outside the air transport industry—and a whole lot of the industry itself—had an opportunity late in January and early this month to see first hand at the National Aviation Show, New York, just what Transcontinental & Western Air, Inc., is doing in the way of research, development and improvement in air travel.

The pictures reproduced herewith disclose some of the TWA displays at the show. To say that our displays attracted wide attention is putting it mildly. Every one was interested intensely in TWA's experimental overweather laboratory plane, the Northrop Gamma, and everyone also was interested in the homing direction finder as applied by TWA. In fact these two displays were features outstanding of the annual aeronautical exhibition.

The Gamma was in the show as a guest, so to speak, of the show management, but all other TWA features were displayed by the company. Aside from the homing direction finder with its anti-storm static loop, our displays included the great new Wright Cyclone engine which is to power our SDT's and DC-3's; the gyro pilot with which TWA's fleet of planes is and will be equipped, and other interesting features developed and used by this company.

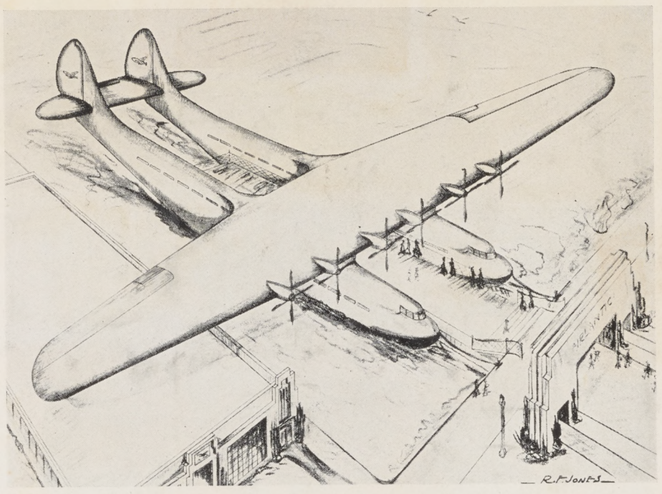
In another picture reproduced herewith are shown Jack Frye, president of TWA; Miss Lily Pons, noted operatic and radio star, and Miss Pons's fiance, Andre Kostelanetz, composer and conductor. The three were photographed before one of the company's displays at the show.

N.A.A. Magazine - January 1937

Air Giants to Come

Experts Predicting Flying Boats and Planes up to 500 Tons

EDITOR'S Note—The "airplane of the future" is being discussed more and more. Predictions by leading aeronautical engineers as to the size of the air transports to come are hitting the front pages of newspapers with increasing frequency. Previous mention has been made of the new forty-one ton Boeing clippers now under construction and of the designs by Glenn L. Martin for transoceanic flying boats of enormous size. Here are the opinions of three experts revealed in various ways in the public prints recently.



Artist's design of a twin-hulled 15-passenger flying boat described by Mr. Laddon. Courtesy of *The Consolidator*, Consolidated Aircraft Co.

CONSOLIDATED

Flying 300,000 pounds through the air at more than four miles per minute may seem fantastic but present design trends indicate that we may expect flying boats of this size and speed within the near future, according to I. M. Laddon, chief engineer of Consolidated Aircraft Corporation, San Diego. Mr. Laddon's comments appeared in a recent issued of *The Consolidator*, the company's house magazine.

"Our engineering department has made a study of a flying boat based on characteristics of racing type seaplanes which have attained speeds of 440 miles per hour," he said. "Making appropriate changes in size and improvements consistent with the present day knowledge the general appearance and performance of a large flying boat has been determined. A maximum speed of 260 miles per hour with a cruising speed of 230 miles per hour are attainable.

"One hundred and fifty passengers can travel in this air liner amid luxurious facilities for recreation and traveling comfort. Extra-fare passengers can enjoy the privacy of staterooms while others will be provided with commodious Pullman seats convertible to sleeping berths for overnight travel. The state rooms and recreational facilities will be housed in the wing. The twin hulls will carry a majority of the passengers and part of the crew of twenty, as well as tons of express and mail. Fuel tanks in the outer wing panels will carry over 15,000 gallons of gasoline which will be sufficient for 4,000 miles of flight.

"The design of the twin hulls is based on the most advanced type tested by the National Advisory Committee for Aeronautics at Langley Field, Virginia. This type gives very low water and air resistance.

"Each of the six and three-quarter foot propellers is driven by two 1500 horsepower engines housed in the leading edge of the wing where they can be serviced in flight. The streamlined structure supporting the propellers will contain the power plant accessories. The total combined output of the engines will be 18,000 horsepower approximately half of which could be disconnected for servicing in flight."

Mr. Laddon said that while the design study was based on light gasoline engine design, the great strides that are being made in Diesel engine development make it reasonable to believe that they also may be available for airplanes of this size. "The Diesel engine would give even greater efficiency resulting in lower cost of operation.

"A landing speed of 60-75 miles per hour (dependent upon loading) will be obtained by the use of wing flaps and is considered entirely safe for a flying boat of this size. The application of twin hulls to this design permits a wider distribution of weight along the wing span with a corresponding reduction in wing weight.

"An initial wing loading of forty-six pounds per square foot will insure riding comfort hitherto unknown. Although the range of the airplane would permit circumnavigation of a storm area, it is not believed that the craft would be uncomfortable if driven through mild storms. Wing loadings have successfully increased from fifteen pounds to thirty pounds per square foot with increase in size of much smaller flying boats. This increase in loading has been accompanied with increased comfort and therefore, a still further increase is logical especially for long range where a considerable change in weight occurs due to consumption of fuel.

"More technical data are accumulating daily toward the solutions of the problems accompanying the development of large aircraft. Devices for control of super-sized aircraft are rapidly being worked out so that great forward strides are inevitable."

N.A.A. Magazine January 1937

$80,000,000 Army-Navy Contracts

1,543 Airplanes and 2,500 Engines Now Being Built

THE Army and Navy start the year 1937 with almost $80,000,000 in contracts for airplanes and engines now in the process of being filled—probably the largest amount of peace-time aircraft construction experienced so far by the aviation industry.

While some of these contracts were let quite some time ago, they represent the actual working orders which are keeping American aircraft manufacturers busy. Most of the companies supplying military aircraft are working at top speed. A number of contracts of fairly recent origin were completed in quick order and have not been included in the compilation herewith of orders now being filled.

Douglas Aircraft, Northrop, North American and Consolidated have been the big recipients during the past year for aircraft orders, while engine orders in large quantities have gone to Pratt and Whitney and Wright Aeronautical.

The contracts call for 1,543 planes and 2,500 aircraft engines, divided as follows: Army, 950 planes and 1,425 engines; Navy, 593 planes and 975 engines.

ARMY AIRPLANES

Contractor	*Type*	*Quantity*	*Contract Price*
Boeing Aircraft	YB-17	13	$3,823,807.75
Douglas Aircraft	O-46A	90	1,950,486.62
Douglas Aircraft	C-33	18	1,291,034.00
Douglas Aircraft	B-18	133	9,348,871.60
Lockheed Aircraft	Y1C-36	3	113,403.40
Northrop Corporation	A-17	110	2,042,750.49
Northrop Corporation	A-17A	100	2,560,074.00
North American Aviation	BT-9	82	974,731.80
North American Aviation	BT-9B	117	1,441,238.99
North American Aviation	O-47	109	3,492,055.00
Seversky Aircraft	P-35	77	
Stearman Aircraft	PT-13	26	243,470.36
Stearman Aircraft	PT-13A	72	329,659.00
Engines			
Aviation Mfg. Co.	R-680-5	50	102,850.00
Aviation Mfg. Co.	R-680-7	66	157,080.66
Pratt and Whitney	R-1535-7	159	1,667,506.05
Pratt and Whitney	R-1535-13	200	2,064,733.00
Pratt and Whitney	R-1830-9	154	1,609,300.00
Pratt and Whitney	R-1830-13	5	59,629.90
Wright Aeronautical	R-975-7	164	676,668.20
Wright Aeronautical	R-1820-45	478	4,871,318.00
Wright Aeronautical	R-1820-39	104	
Wright Aeronautical	R-1820-47	40	329,995.00
Le Blond Aircraft	R-270	5	5,240.00
Total			$40,816,411.13

NAVY AIRPLANES

Contractor	*Type*	*Quantity*	*Contract Price*
Northrop Corp.	Bombers	54	2,084,815.00
Grumman Aircraft	Amphibians	29	845,964.00
Sikorsky Aircraft	Amphibians	3	396,500.00
Consolidated Aircraft	Patrol Boats	60	6,506,000.00
Consolidated Aircraft	Patrol Boats	50	3,984,827.00
Consolidated Aircraft	Patrol Boats	66	6,056,500.00
Curtiss Airplane	Scout Bombers	83	2,045,783.00
Vought Aircraft	Scout Bombers	54	2,240,995.00
Vought Aircraft	Scout Bombers	40	854,877.31
Curtiss Airplane	Scout Observation	40	759,680.00
Douglas Aircraft	Torpedo Bombers	114	3,636,010.00
Engines			
Pratt and Whitney	1340	52	297,902.00
Pratt and Whitney	1535	56	620,476.92
Pratt and Whitney	1535	249	2,743,721.71
Pratt and Whitney	1690	9	62,834.31
Pratt and Whitney	1830	150	1,764,786.60
Pratt and Whitney	1830	84	957,789.40
Pratt and Whitney	1830	64	724,978.87
Pratt and Whitney	1830	131	1,465,667.44
Wright Aeronautical	760	180	457,339.00
Total			$38,507,447.56
Grand Total, Army and Navy			79,323,858.69

RUSSIA TO RECEIVE S. D. PLANE NOV. 1

S.D. UNION — 2-28-37

Officials of the Consolidated Aircraft Corp., announced yesterday that a seaplane, similar in type to the navy's BY-1 but to be used exclusively for commercial purposes, will be delivered to the Russian government about Nov. 1. It is understood the airboat is to be used in passenger and airmail service in the Baltic sea and along the Volga.

Six airboats now under construction at Consolidated for the Argentine government will be ready for trial flights about June 1. It is hoped to fly the planes from San Diego to Buenos Aires.

RUSS BUY PLANE; CONSOLIDATED TO AID SOVIET PLANT

S.D. UNION — 3-1-37

Consolidated Aircraft Corp. has sold a huge seaplane, many spare parts and construction plans to the Soviet government, and has detailed 13 engineers and mechanics to the task of instructing Russian factory workers in production of the big flying boats for which Consolidated has become famous, David Fleet, son of Maj. Rueben Fleet, president of Consolidated, said yesterday.

The Russian plane factory, which Consolidated personnel will completely reorganize on a mass-production basis, is near the Azov sea, in the southeast part of the Soviet Union.

Three persons already have been assigned by Consolidated to the duty in Russia, Cass Gurney, who will direct work of mechanics; A. E. Petzon, chief of tool designing, and Etienne Dormoy, chief of engineering.

Living quarters and food of the employes will be furnished by the Russian government, and Consolidated will pay their salaries for at least one year. The Soviet government will reimburse Consolidated for the amount of the salaries, Fleet said. The men will leave within 60 days.

Fleet said that the flying boat being sold to Russia will not be used for military purposes.

AIRCRAFT WORKERS TO HOLD MEETING

S.D. SUN 2-26-37

Union employes of Consolidated Aircraft Corp. and other San Diego aviation plants will conduct a mass meeting at 8 p. m., today in Eagles Hall to discuss present labor problems in the aircraft industry, it was announced by James McDermott, president of Aircraft Local 1125, a branch of the International Association of Machinists.

Speakers will include Prof. Harry Steinmetz of San Diego State College, international vice-president of the American Federation of Teachers; and George Castleman, district representative of the International Association of Machinists.

S. D. AIRCRAFT GROUP TO DINE

S.D. SUN — 2-26-37

More than 50 members of the Irvin Aircraft Mechanics Association, who have completed advanced aeronautical training, will convene in El Cortez Hotel in their monthly dinner meeting at 7 p. m. tomorrow.

Speakers will include R. S. Schofield, representative of the Sperry Gyroscope Co., who will show movies describing the manufacture, operation and maintenance of the automatic pilot; Robert Betzinger, representative of Pratt & Whitney Co., manufacturers of the huge engines which power Consolidated's new PBY bombers, and C. A. Van Dusen, vice-president and works manager of Consolidated Aircraft Corp.

FLEET LEAVES CITY FOR KIN'S FUNERAL

EVENING TRIBUNE 2-24-37

Maj. R. H. Fleet, head of Consolidated Aircraft Corp., is en route to Aberdeen, Wash., to attend the funeral of his father, David W. Fleet, 86, who died there last night, it was reported today at the Consolidated plant. The elder Fleet was a pioneer Gray's Harbor resident, The Associated Press reports.

MAJOR FLEET'S FATHER EXPIRES

S.D. UNION 2-24-37

ABERDEEN, Wash., Feb. 23 (A. P.) — David W. Fleet, 86, pioneer Grays Harbor resident and father of Maj. Reuben H. Fleet, president of the Consolidated Aircraft Corp. of San Diego, died at home here tonight.

U.S. PROBES SAN DIEGO SITUATION

S.D. UNION — 2-27-37

Consolidated Aircraft Corp. Named in Complaints Similar to Those Filed at L. A.; 340 Workers Released.

LOS ANGELES, Feb. 26 (A.P.) — Some 200 sit-down strikers peacefully evacuated the Northrop Aircraft factory today as 343 indicted strikers arrested at the near-by Douglas plant were arraigned.

Afterward the Douglas strikers who had remained in jail since their arrest yesterday evening were released on their own recognizance by Superior Judge Emmet Wilson, after he had questioned each on his length of service with the aircraft concern.

Will Plead Tuesday

Previously Superior Judge Charles W. Fricke, before whom they were arraigned, ordered them to return to court next Tuesday to enter pleas.

The Douglas workers surrendered only after Dr. Towne Nylander, director of the regional federal labor board, entered the plant in the midst of a tense situation and assured them their recently filed complaint against the company would be heard not later than March 5.

The complaint accuses the company of violating the Wagner labor act by refusing to recognize the union and discharging men for union activities.

On behalf of Northrop employes, the United Automobile Workers union, the C. I. O. organization involved in both disputes, filed a complaint with the labor board today, charging employers with interfering with organization efforts and supporting the Northrop Employes' association.

James McDermott, president of the Aircraft local 1125 of the International Association of Machinists, principal Consolidated aircraft union, said last night that he had not been notified that Dr. Nylander was coming here, though he said complaints on the discharges of union men had been filed and the union is seeking to force an immediate vote on the collective bargaining question.

Charles A. Van Dusen, vice president of Consolidated, said he had not been notified of any visit from Dr. Nylander, who could not be located at any local hotel.

More than 650 Consolidated employes gathered at an open meeting in Eagles hall last night to hear machinist's union organizers and officers of the union.

Election Requested

Each complaint asks an election among employes to designate a collective bargaining agency.

Director Nylander of the labor board went to San Diego today to investigate a similar complaint from the machinists union against the Consolidated Aircraft Corp. there.

The San Diego complaint charges discriminatory discharge

(Continued on Page 3, Col. 2)

LABOR COMPLAINT AT CONSOLIDATED PROBED BY U. S.

(Continued from Page 1)

of two union men, spy activities against the union and fostering of a company union. It also asks a plant election to select a collective bargaining agency.

The Douglas plant will resume operations within less than a week, said a statement issued on behalf of President Donald Douglas from the company office.

The statement denied that reopening was awaiting the labor board hearing on the Douglas employes' complaint, scheduled for next Friday, March 5.

The Northrop workers came out after Chief Deputy District Attorney William Simpson and President John K. Northrop visited them in the plant.

Simpson warned them they would be indicted as the Douglas strikers were unless they evacuated this afternoon. Northrop invited them to return to work Monday and promised to deal with their elected representatives on their strike demands.

Northrop conferred privately with the leaders. He and Charles Hollingshead, strike strategy chairman, shook hands before the workmen and addressed them.

Besides the Douglas and Northrop employes' complaints, the regional labor board also has on file a complaint against the Northrop Co. from the International Association of Machinists, American Federation of Labor union. It charges Northrop is illegally fostering a company union and has been guilty of one case of discriminatory discharge.

Seek Same Objectives

Northrop Corp., a Douglas subsidiary employing 1150 men, closed its plant yesterday morning at the start of a sit-down strike seeking the same objectives as those of the Douglas strikers—15 cents an hour pay increase, recognition of a C. I. O. union and other benefits.

The county grand jury was to have held a special session this afternoon to consider indicting the Northrop sitters.

Tediously, one by one, the Douglas workers were arraigned in superior court after spending the night in jail.

They were brought from a crowded jail, where some of them had to sleep on the floor last night, and huddled into a small courtroom. There, the formality of arraigning each one separately extended long into the afternoon. The men seemed still in the sprightly mood that characterized their surrender.

First to be arraigned were William Busick and Andrew Schmolder, C. I. O. organizers, both Los Angeles residents for several years, released on bond last night.

Would Resume Picketing

They declared the strike would go on and Busick expressed hope the indicted workers could gain immediate release so they could go back on the picket lines. The Douglas plant remained closed today.

Counsel for the group said bail of $341,000—or $1000 for each man—was arranged before they came to court.

The bail bond firm, Cantillon, Groves and Glasser, reported the premium of $20,000 for the bonds came from the C. I. O. in Detroit.

S. D. AIRCRAFT UNIT ASKS RECOGNITION

S.D. SUN — 2-27-37

Consolidated Chiefs Wait Return Of Major Fleet From East

By United Press

LOS ANGELES, Feb. 27.—Dr. Towne Nylander, regional director of the National Relations Board, said today that no hearing would be set on a request of employes of the Consolidated Aircraft Corporation for certification of an election to select a collective bargaining agency until after March 5. Nylander returned from San Diego today.

The San Diego request, he said, had no connection with the Douglas and Northrop strikes.

Recognition of Aircraft Local 1125, International Association of Machinists, as the official bargaining unit of employes at Consolidated Aircraft Corp. yesterday was requested by George Castleman, district organizer for the union.

Mr. Castleman revealed to 750 Consolidated employes at a mass meeting in Eagles' Hall last night that he had conferred with C. A. Van Dusen, assistant to the president and works manager, for 2½ hours yesterday afternoon and had made two requests:

1. Recognition of the union as the collective bargaining agency for the employes.

2. If this is not agreeable, to hold an election in the plant to allow employes to determine what group shall represent them.

Mr. Van Dusen, according to Mr. Castleman, said he did not have the power to act on these issues.

It would be necessary to contact Maj. Reuben Fleet, president of the concern, who is now in Washington, D. C., on business, Mr. Castleman said Mr. Van Dusen informed him.

Mr. Van Dusen said he had spoken to Dr. Towne Nylander, director of the regional Federal Labor Board, who was here briefly yesterday.

Informal Talks Held

"The conference was on regular National Labor Relations Board business," Mr. Van Dusen said.

"We have also had purely informal talks with Mr. Castleman in the past. Nothing of importance was discussed. We have never refused to meet with people who claim to represent our employes."

James McDermott, president of Aircraft Local 1125, which is an affiliate of the American Federation of Labor, said that charges have been filed with the National Labor Relations Board against

Turn to Page 2, Col. 2.

AIR UNIT ASKS RECOGNITION

(Continued from Page 1)

Consolidated Aircraft Corp.

He affirmed reports from Los Angeles that a case is pending before the NLRB dealing with asserted discriminatory discharge against two union men.

Fleet Soon Back

"If the company refuses to permit an election," Mr. McDermott said, "the National Labor Relations Board takes the case to court as a civil matter, on the basis that the concern has defied the Wagner Labor act."

Maj. Fleet is expected to return to San Diego in about two weeks, according to Mr. Van Dusen.

Last night's meeting was presided over by McDermott and other speakers included Prof. Harry Steinmetz of San Diego State College, international vice president of the American Federation of Teachers.

Prof. Steinmetz gave a survey of labor troubles throughout the world.

Urges Drastic Action

"There is one spy out of every 20 workers in San Diego," he declared, adding, "It is time that they were run out of town."

He insisted that aircraft concerns "can't afford to have labor troubles," because "the competition for skilled workers is so great."

Three Men Assigned By Consolidated To Jobs in Russia

S.D. Tribune — 3-2-37

Three Consolidated Aircraft Corp. employes, first of 13 engineers and mechanics of the firm detailed to the task of instructing Russian factory workers in the production of Consolidated-type flying boats, have been assigned to duty at a Russian plane factory near the Azov sea, in the southeast part of the Soviet union. They are C. Gurney, who will direct the work of mechanics; A. E. Petzon, chief of tool designing, and Etienne Dormoy, chief of engineering, who are expected to leave within 60 days.

Word of their assignment came as Consolidated officials announced that their firm has sold a huge seaplane, many spare parts and construction plans to the Soviet government. David Fleet, son of Maj. R. H. Fleet, president of Consolidated, said living quarters and food of the Consolidated employes will be furnished by the Russian government, with Consolidated paying their salaries for at least one year, later being reimbursed by the Soviet government for the amount of the salaries. Fleet said the flying boat being sold to Russia will not be used for military purposes.

S.D. SUN — 3-3-37

CONSOLIDATED STOCKS BREAKS 8-YEAR MARK

Consolidated Aircraft common stock spurted 3⅞ points to a new eight-year high of 33½, on the New York Curb Exchange today.

The issue closed at 32⅞, up 3¼ from the Saturday close, on turnover of 22,000 shares. Price reached today by stock of the local aircraft company marks a new high since 1929.

The issue reacheed a 1936-37 low of 14¾. The depression low was set in 1933 at 6.

CONSAIR LABOR HEARING SET

S.D. SUN — 3-4-37

Relations Board To Act On Thursday

A National Labor Relations Board hearing to discuss the holding of a labor vote at the Consolidated Aircraft Co. plant has been set for Thursday at 10 a. m. in the local Federal building, it was learned here today.

Officials of Aircraft Local 1125, International Association of Machinists, had applied to Dr. Towne Nylander, NLIB regional director for certification of an election to determine which agency shall represent the employes in collective bargaining.

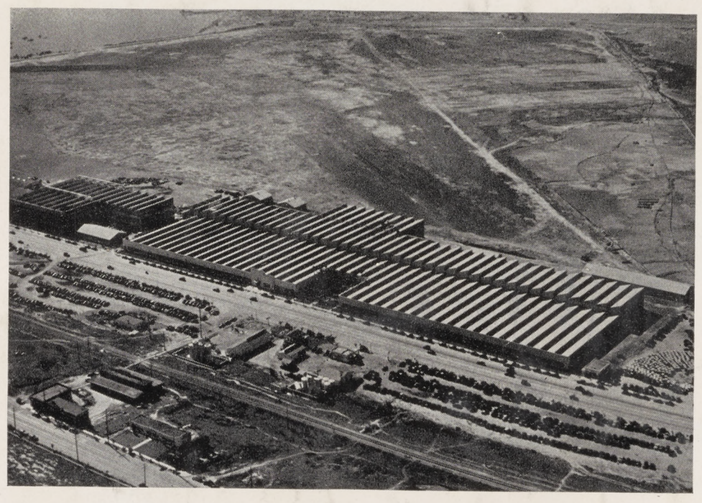
Maj. Reuben Fleet, president of Consolidated, who has been kept informed of the labor development at his plant, is in the east on important business matters, and is expected to return here about March 17.

We Visit Consolidated

A Story of the Fourteen Years of Existence of the Aircraft Manufacturing Corporation Whose New Home Is at San Diego, California

By JACK FROST

Secretary to the President of Consolidated



This air view is of the extensive new plant at San Diego, California, of the Consolidated Aircraft Corporation. The plant is situated on Lindbergh Field on San Diego's water front.

CONSOLIDATED Aircraft Corporation was founded by Major R. H. Fleet, May 23, 1923. Since that time the company has manufactured and sold over $27,000,000 worth of aircraft and parts. At the present time the company has an additional backlog of $17,250,000.

Airplanes designed and manufactured by this company have flown a total of more than 250,000,000 miles and have a record for safety and ease of maintenance unequalled by those of any company in the world.

For ten years the company carried on its business at Buffalo, N. Y. For five years a careful survey was made of all cities in the United States having more than 100,000 population, to select the best location for a permanent factory. Twice each year Major Fleet flew around the country examining localities and municipal airports. A site was wanted on a publicly owned and operated airport, having publicly owned water front on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, and in a southern clime unhampered by snow and ice and yet not unbearably hot. Finally San Diego, California, was decided upon as the best site for its future home.

The magnitude of a move of a plant the size of Consolidated, can hardly be realized until it actually is effected. More than 300 selected employees moved with the company from the East to form the nucleus of the company's trained organization, hundreds more followed within a short time and on October 20, 1935, the new plant was officially dedicated at San Diego with some 875 employees on the payroll.

The plant, as constructed, was considered to be the last word in aircraft factory efficiency. Every proved device for the safe and rapid manufacture of aircraft was made a part of the equipment installed in the plant. Nevertheless, within a few months, the tremendous volume of business gained by the company, had trebled the payroll and in order to meet scheduled deliveries, it was decided to increase the size of the plant by approximately 80 per cent.

Again all construction records were broken and within a few months Consolidated was moving new equipment into the enlarged and improved plant. The factory as it stands today has a total floor space, including paved yard (good manufacturing space in such a mild climate) of approximately 475,000 square feet. With over 3600 employees, the payroll exceeds $400,000 per month. This modern factory applies line production methods so successfully used by the automotive industry. Its location on Lindbergh Field, providing both land and seaplane bases, is close to United States Naval activities at North Island, and unequalled weather conditions, is undoubtedly the finest in the United States.

Consolidated products have been prominent in all phases of aviation since the company's inception. The Fleet trainers, which have changed little since their early design, are about the sturdiest training airplane in existence today, as practically any pilot knows. The Commodore flying boats that were supplied to NYRBA Line and Pan American Airways for use in the Carribean Sea, have proved themselves to be the finest of their time.

In more recent years, the company's facilities have been completely used up in supplying Uncle Sam's Army and Navy with aircraft. Consolidated was the designer and manufacturer of the P2Y-1 and P2Y-3 flying boats, the former breaking the world's mass formation distance record, flying in formation non stop from San Francisco to Honolulu, a distance of 2408 miles in January 1934. Last year the com-

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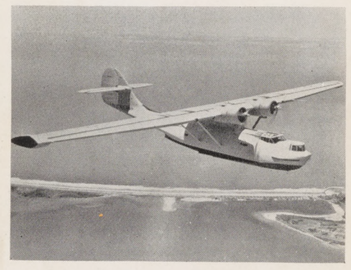
PATROL BOMBER



One of the recent developments of Consolidated Aircraft is the Navy's patrol bomber, pictured herewith in flight.

WE VISIT CONSOLIDATED

pany completed an order for PB2-A two-seater pursuit planes for the U. S. Army Air Corps, the highest performing airplane at altitude of any aircraft of its type in the country.

The largest part of the company's production at present is on an order for 176 units, plus spares equivalent to 35 additional boats, or a total of 211 units of huge PBY type patrol bombing boats for the United States Navy. This boat, which has a wing span of over 100 feet has passed tests proving it to be capable of landing and taking off in rough sea, is the same type boat which was flown non-stop from Coco Solo in the Panama Canal Zone, to San Francisco in October 1935, by Commander McGinnis of the United States Navy, breaking the distance record for this type of airplane. This record still holds. The actual cruising range of this flying boat has not been released by Consolidated but is known to be in excess of 3500 miles.

The company has an experimental building in which aircraft larger than anything in use today can be constructed. In this department, some new large and improved boats and commercial developments are in the making.

Major Fleet, who has been president of Consolidated since its organization, is truly a pioneer of aviation. Along with Jack Frye, president of TWA, he is one of the few active heads of aviation companies who is a pilot himself. "Rube" Fleet learned to fly at North Island, within a few miles of the present site of Consolidated, in 1917. He saw service in the war and flew the first mail plane from New York to Washington on May 15, 1918. He is a regular user of TWA. To his friends he is known as a keen, resourceful and energetic business executive, yet one who has a sense of humor and friendliness known throughout the entire aviation industry.

AIRCRAFT UNION DENIES CHARGE

S.D. SUN — 3-5-37

Charges that their organization is a company union were denied yesterday at two mass meetings of the Consolidators, employes' group at Consolidated Aircraft Corp.

The meetings were held in Broadway Pier auditorium.

Roy Smeltzer, president, revealed he had asked Consolidated executives to grant his agency the right to bargain collectively for its members.

"I was told that this would be impossible," he said, "because the company then would also have to recognize the A. F. of L. union, thus causing a lot of friction in the plant."

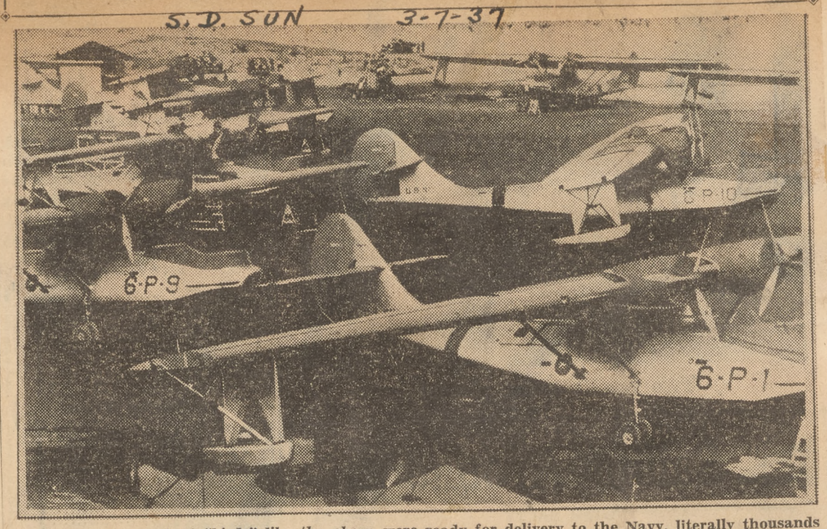
An election to determine which group shall represent the employes in collective bargaining—Aircraft Local 1125, International Association of Machinists, or the Consolidators—probably will be held within the coming month, Smeltzer said.

"We differ with the A. F. of L. in the matter of who shall be allowed to vote at the election," he declared. "We want everybody in the plant, except foremen, department heads and executives, to vote. This latter fact proves we are not a company union.

"But the Aircraft Local wishes the election to be confined to men working with tools. Thus, about 800 people in the plant, such as office workers, janitors, etc., would be discriminated against."

Giant 'Birds' Result Of Many Experiments

S.D. SUN 3-7-37



Before a flock of giant "birds" like the above were ready for delivery to the Navy, literally thousands of hours and dollars were sunk in experimental work by San Diego's Consolidated Aircraft Corp. A long, competitive process is undergone by aircraft manufacturers before they reach the goal when actual profits may be realized. Consolidated executives will tell you in explaining the arduous steps which led to the contract for 176 patrol bombers.

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Plane Firms Gamble In Bidding For Navy Work

Item: the U. S. Navy wants a new airplane capable of performing a certain mission with a given loading.

Item: various companies submit designs and calculations to show they can do the job.

Now, the next item, you think, ought to be: Such-and-such company gets job; goes into production.

Not That Simple

But it's not as simple as that, officials at Consolidated Aircraft Corp. will tell you. And they should know all about this business of bidding for construction of Navy planes. They have the largest Navy aircraft order in the country, 176 patrol bombers costing about $19,000,000, an order obtained only after the most highly competitive bidding.

After three-view drawings of the proposed plane are submitted, the Navy inspects them carefully, makes an agreement with the concerns whose plans appear most feasible. Up to this point, several thousand dollars have already been spent in the preparation of the preliminary design alone.

A Navy contract for experimental airplanes is usually set up in three segments.

Three Options

There is Option One, in which a more detailed design is made on the basis of the preliminary drawings. Four or five companies may be working for the Navy on this option.

Option Two, the next step toward promised land, requires the preparation of actual working drawings of the plane. By this time, some of the competing concerns have dropped out of the picture.

After severe scrutiny of the "mockup"—or full-size wooden plane—the Navy decides which company gets the all-important Option Three, which calls for building of the actual fighting craft.

The work incurred by all the unsuccessful bidders for the contract must cheerfully be chalked up to experience. There is no other option.

Here's another interesting point: as soon as the Navy decides which plane it likes best, it automatically becomes owner of the design, and its specifications are sent to reputable aircraft concerns for bids.

Several Companies Bid

Thus, the specifications of a Consolidated-engineered ship, for example, may be given to such competitors as Douglas, Martin, Boeing, etc., for them to decide how much they could afford to build that specific plane.

Usually, of course, the company which does all the experimental work gets the final contract, but that other rankling possibility is still there.

A lot of ground has been covered when the Navy exercises Option Three. Literally thousands of samples of the metals used in construction of the plane have undergone rigid tests to determine allowable stresses in such vulnerable parts as the wings.

Materials Tested

Heavy loads have been applied on small sections first, then on larger pieces, until finally the entire wing, for example, has been subjected to strains far beyond any required in normal Navy use.

New sets of dies and tools must be fabricated for a new plane model, and all this preparatory work adds up to a large sum of money which constitutes the company's gamble it is going to get the ultimate contract.

And there's always a sadder but wiser "loser" in the end. In the competition for the PBY contracts, Douglas was edged out by Consolidated. The former concern had spent thousands of hours, had invested a huge sum, but failed to get the job. All of which makes aircraft manufacturers ungrudging fatalists.

AVIATION

Mass Flight U.S. NAVAL INST. PRO. MAR. 1937

Star, Washington, January 29.—Battleing through thick weather in the last stages of their record-breaking flight, 12 huge United States Navy seaplanes completed the longest over-water mass flight in history at 3:30 A.M. today (9:20 A.M. Eastern Standard Time).

They officially covered the 2,553 miles from San Diego to Honolulu in 21 hours 48 minutes elapsed time.

During the last 300 miles the squadron maneuvered between altitudes of 2,000 and 15,000 ft. to escape what Lieutenant Commander William M. McDade described as "very bad weather."

They came out into bright moonlight, sparkling on the calm waters, as they flew over the Pearl Harbor Naval Base in perfect formation, their flying lights twinkling.

The first plane came down on the harbor at 4:29 A.M. (9:59 A.M. Eastern Standard Time).

The official take-off time from San Diego was announced as 6:02 A.M., Honolulu time, yesterday, and the arrival at Pearl Harbor at 3:50 A.M. today.

The only previous mass transpacific flight was 3 years ago when Lieutenant Commander Knefler McGinnis led a squadron of 6 naval planes on another "routine" flight of 2,400 miles from San Francisco Bay. The elapsed time was then 24 hours, 45 minutes, about 3 hours longer for the shorter distance.

Today Commander McDade led his squadron in circling the harbor for 39 minutes before the first plane swooped down to a perfect landing on the calm, flood-lighted channel. Only 150 spectators, mostly families of the 80 flyers, were on hand to watch the end of the spectactular demonstration of the precision of naval flying.—Honolulu, January 29.

S.D. SUN SERVICE NOTES 3-9-37

Navy Ready To Fly 12 Airboats To Panama Base

By HAROLD KEEN

Another long-distance flight of Consolidated PBY patrol bombers is in the offing.

Pilots and flight crews of Squadron VP-3, stationed at Coco Solo, Canal Zone, will arrive in San Diego this spring to take delivery on a dozen of the big airboats, it was revealed at the Naval Air Station today.

Pilots Due In Month

Personnel of VP-3 may come here aboard the Aircraft Base Force flagship of Rear Adm. Ernest J. King, the USS Wright, on completion of current maneuvers in the Caribbean. If they are not aboard the Wright when she ties up at the Air Station dock March 27, they will probably arrive no later than April, it is believed.

A similar routine will be followed by the Canal Zone squadron as that observed by the fliers of Honolulu's VP-6, who nonchalantly "ferried" 12 bombers across the Pacific last January.

Instruction Ordered

About a month's instruction in the operation of the PBY airboats will be required before the mass flight from San Diego to the Canal Zone is undertaken. Rumors are to the effect that the second long delivery hop will be made in June. The San Diego-Coco Solo flight is not deemed as hazardous as that across the Pacific because the airboats will be in fairly close proximity to the Mexican and Central American shores most of the trip.

◇ ◇ ◇

San Diego's patrol squadron 11 has been fully equipped with 12 airboats, and Patrol Squadron 12, formerly of Seattle, has about six more due. Then VP-9 will be equipped with the bombers before any are assigned to the Coco Solo squadron.

◇ ◇ ◇

Patrol plane maneuvers in the Caribbean area are approaching their climax under the direction of Adm. King. The USS Wright is operating out of two bases, at Coco Solo and Guantanamo, Cuba, and squadrons from Norfolk, Va., as well as those from the Canal Zone are participating. Departure of the Wright for San Diego will take place March 18.

◇ ◇ ◇

Among the San Diego dignitaries extending official welcome to P. A. S. Franklin, chairman of the board of the International Mercantile Marine Corp., on his arrival here last night aboard the Panama Pacific liner Virginia, was Rear Adm. Thomas J. Senn, ret., former commandant of the 11th Naval District.

◇ ◇ ◇

Loss of three submarines through decommissioning of the Barracuda, Bass and Bonita will have been two-thirds compensated with the arrival at 1:30 p. m. today of the new underseas craft USS Pike.

The Pike joins the Shark in Subdivision 13 of Squadron Six as the two latest additions to San Diego's "sub" forces.

◇ ◇ ◇

Brightest youths at the Naval Training Station during the past week were the following, who were awarded honor man ratings:

Len L. Lewis of Snyder, Colo., enlisted Dec. 11; John N. De Lahunt of Burbank, enlisted Dec. 15; William J. Fuchs of Waco, Tex., enlisted Dec. 14; Jack R. Stinson of Elma, Wash., enlisted Dec. 16; Lyle C. Smith of Northboro, Ia., enlisted Jan. 8; Lexitt E. Kruger of Clark, S. Dak., enlisted Jan. 8; Donald E. Barnier of Morgan Hill, Calif., enlisted Jan. 14; and Vincent J. Vlach of St. Michael, Neb., enlisted Jan. 12.

A.C. NEWS LETTER MAR '37

iarize pilots with high altitude conditions and the use of oxygen equipment.

Flights for the purpose of recording measurements of cosmic ray intensities were made at Bolling Field, D.C., December 21st and 22nd, in a C-8 photographic plane, observations being conducted at altitudes of 10,000, 15,000 and 20,000 feet.

Lieut. W.R. Robertson, 33rd Pursuit Squadron, Langley Field, Va., flew a PB-2A airplane up to 39,200 feet and remained at that altitude for approximately 20 minutes. At this altitude the controls froze and the pilot had to throttle back to lose altitude and return to a warmer layer.

A.C. NEWS LETTER ----- Mar. '37

LONG DISTANCE FLIGHTS

The largest mass flight of U.S. Army planes made to a possession beyond the continental limits of this country was completed on February 28th, with the arrival in the Panama Canal Zone of 13 P-12 and 11 B-6 airplanes. These planes, used by Air Corps organizations at Langley Field, and transferred to Panama to replace unserviceable aircraft, were ferried by Air Corps pilots on duty in the Panama Canal Department. Leaving Langley Field on February 11th, the flight proceeded via Atlanta, Ga., to the San Antonio Air Depot for mechanical check-up of the planes. Taking off from San Antonio on February 21st, the flight proceeded to destination via Brownsville, Texas; Tampico and Vera Cruz, Mexico; Guatemala City, Guatemala; Managua, Nicaragua, and San Jose, Costa Rica. Lieut. Colonel Charles T. Phillips was flight leader of the Pursuit contingent and Lieut. Colonel Junius H. Houghton of the Bombardment.

Piloting three new PB-2A planes, Lieut. Col. Ralph Royce, Major Alfred E. Kessler and Capt. Robert C. Oliver flew from the plant of the Consolidated Aircraft Co., San Diego, Calif., to Selfridge Field in 13 hours and 10 minutes of actual flying time.

Major Ira C. Eaker, Air Corps, piloting a single-seater Pursuit plane, landed at Los Angeles, Calif., on June 7th, following a flight started June 3rd from Mitchel Field, N.Y., during which he relied solely on the instruments in the plane to guide him to his destination. Owing to the limited gasoline supply of the small Pursuit plane, the flight was made in easy stages. Major W.E. Kepner, in another Pursuit plane, served as a convoy to avert any mishaps.

Consair In Control Of Union, Charge At Labor Board Hearing

Federal Examiner Opens Inquiry Into Dispute Over Collective Bargaining In San Diego Factory; Van Dusen Testifies

S.D. SUN 3-11-37

Charges that Consolidators Association, a group of Consolidated Aircraft Corp. employes, is "dominated and controlled by the management," were made in a National Labor Relations Board hearing here today by Leonard Janofsky, attorney for the International Association of Machinists.

In S. D. Hearing

George O. Pratt, above, trial examiner for the National Labor Relations Board, is conducting today's hearing on the Consolidated Aircraft Corp. labor dispute. Below is C. A. Van Dusen, vice president of the corporation, a witness in the labor hearing.

The hearings started today to obtain facts on which the labor board will determine whether a vote of the aircraft firm's employes shall be held to decide what unit shall represent them in collective bargaining.

Petition Allowed

Janofsky's motion to prevent the Consolidators from petitioning for a place on a ballot was denied by Trial Examiner George O. Pratt.

William Cary, attorney for the corporation, filed a motion to dismiss the hearing on the ground that the company is not engaged in commerce as defined by the National Labor Relations Act and therefore is not under the board's jurisdiction. Pratt also denied this motion.

Van Dusen Questioned

A request from Aircraft Local 1125, International Association of Machinists, an A. F. of L. affiliate, that it be recognized as the sole bargaining unit for mechanical employes only, was made for the first time yesterday, C. A. Van Dusen, Consolidated vice president, testified.

He denied that such a request was made on or about Feb. 26, when he met with George Castleman, grand lodge representative of the union.

Consolidators Association within the past 30 days asked company executives for the right to represent their own members only, including clerical and office workers as well as mechanical employes, Mr. Van Dusen testified. "I agreed to discuss labor conditions with the Consolidators at any time without formal recognition of that organization, however."

Janofsky claimed that the Consolidators is "not a true labor organization within the meaning of the National Labor Relations act. Evidence proves that this group is definitely tied-in and is dominated and controlled by the management," he said.

S.D. UNION 3-11-37

AIRCRAFT LABOR HEARING TODAY

A hearing on whether Consolidated Aircraft Corp. workers will vote on which of their organizations will be allowed to represent the whole group of employes in collective bargaining will be held in the Federal building at 10 this morning before George O. Pratt, Washington, trial examiner of the National Labor Relations board.

The question to be settled is whether employes of the firm will be allowed to hold an election to determine whether the Consolidators or the Aircraft local of the International Association of Machinists will be the official bargaining body for workers at the local aircraft factory.

George Castleman, grand lodge representative of the machinists' association, was reported to have arrived in San Diego yesterday from Burbank, where he oversaw negotiations of workers of Lockheed Aviation Corp. for the establishment of collective bargaining precedents.

CALL FLEET TO HEARING AT L. A.

EVENING TRIBUNE 3-11-37

Maj. Reuben H. Fleet, president Consolidated Aircraft Corp., is expected to testify at a delayed session in Los Angeles next week of a National Labor Relations board hearing which started here today. Fleet, now in the east, is due to arrive in southern California the first of the week, and according to report at the local federal building, where the hearing now is under way, he will give testimony at Los Angeles Tuesday. The hearing locally, involving an investigation as to what labor organization is the choice of the majority of employes of Consolidated Aircraft Corp. for purposes of collective bargaining, is expected to last about two days before the matter is transferred to Los Angeles. Ultimate decision in the matter will be made at Washington, D. C., it was said.

Lt. Comdr. Emile Chourre, U.S.N., who is in charge of the office of inspector of naval aircraft at Consolidated Aircraft Corp., was the last witness before an adjournment was taken until 10 a.m. tomorrow morning when the hearing will be resumed in the chamber of commerce auditorium. Under questioning by Ralph Seward, attorney representing the national labor relations board, he testified regarding to activities as inspector of aircraft at the plant.

LOCAL AIRCRAFT FIRM OPENS WAY TO LABOR PARLEY

S.D. UNION 3-13-37

After a statement of labor policy that Consolidated Aircraft Corp. is ready to discuss collective bargaining with representatives of "any group or groups for their own members," had been read into the record, a regional labor board hearing of employe complaints in chamber of commerce auditorium, adjourned last night.

Examiner George O. Pratt announced that the hearing would be resumed in the federal building in Los Angeles, at 10 Tuesday morning when Maj. Reuben H. Fleet, president of the corporation, will appear before the trial board.

C. A. Van Dusen, vice president of Consolidated, presented the written statement of policy at a special night session.

Company's Statement

"The time has come for this company to make a statement in regard to its policy in dealing with the employes," he read. "First, however, we want to state that the testimony presented today in regard to our branding union representatives as Communists is entirely and absolutely incorrect. In my conversation with Dr. (Towne) Nylander (regional labor board director), I told him that we had been informed that the leadership of union labor in San Diego included individuals who had displayed communistic tendencies. Naturally as a unit of the national defense, we are concerned about communistic activities.

"The company does not wish to advise its employes as to how they should act in the matter of securing collective bargaining. Pending a determination of our status under the Wagner act, we do not wish to deny our employes the right to consult with the management in matters affecting rates of pay, hours of labor and other working conditions. On the contrary, the management always has been and is now ready to discuss with representatives of any group or groups for their own members, or with any individual, these various matters.

"This includes the American Federation of Labor, the C.I.O., the Consolidators' association or others. We have endeavored to conduct ourselves in such a fashion that our people will have confidence in our policies. We believe that our organization will continue to display the good judgment that has resulted in the avoidance of labor disputes and that we can look forward to continuing pleasant relations."

Workers Testify

The statement was entered at the end of the second day of the hearing, during which testimony was taken from William A. Rasp, sheet metal worker; George D. Dayton, sheet metal worker and a union officer, and James S. Burney, lead man, by counsel for Aircraft local 1125, International Association of Machinists, affiliated with the American Federation of Labor, and W. C. Bowlen, lead man, by counsel for the Consolidators' association. Union members have charged during the hearing that the latter organization is "company dominated."

Testimony will be completed in Los Angeles and a transcript, together with an informal report by Pratt will be submitted to the national labor relations board in Washington, D. C. The board's decision as to whether an election of employes shall be held to decide upon a collective bargaining committee or group, and what organizations shall appear on the ballot and what employes shall be eligible to vote, can be expected in from 15 to 30 days after the end of the hearing, Pratt said.

5 S. D. PLANES END HOP AT SEATTLE

S.D. UNION 5-15-37

Five Consolidated flying boats, forming Patrol Squadron 17, arrived in formation at Seattle, Wash., yesterday after a one-stop flight from San Diego, The Associated Press reported.

Under command of Lt. Comdr. E. C. Allen, the squadron left San Diego Saturday morning stopping ovrnight at Sausalito, on San Francisco bay, and completing the flight yesterday.

The squadron will be based permanently at the Sand Point naval air base near Seattle. The squadron comprises 109 officers and men.

WE'LL BARGAIN, CONSAIR CLAIMS

Union Never Labeled 'Red,' Official Declares

S.D. SUN 3-13-37

Consolidated Aircraft Corp., today for the first time since establishment in San Diego, has revealed its policy in dealing with factory employes.

At a special night hearing by the National Labor Relations Board yesterday, C. A. Van Dusen, vice president and works manager of the concern, submitted a formal written statement in which the management declared its readiness to deal with employes on matters effecting rates of pay, hours of labor and other working conditions.

Mr. Van Dusen denied the statement made at the hearing yesterday morning by George Dayton, financial secretary of Aircraft Local No. 1125, that he had branded members of that union, "Communists."

Further testimony will be received from Maj. Ruben H. Fleet, president of Consolidated, at Los

Turn to Page 2, Col. 6.

Consair Officer Claims Firm Ready To Meet Unions

(Continued from Page 1)

Angeles Tuesday. Mr. Fleet is now in Washington, D. C., on business.

Statement Issued

Mr. Van Dusen's complete statement, which was entered in the records of the hearing, is as follows:

"The time has come for this company to make a statement in regard to its policy in dealing with the employes," he read. "First, however, we want to state that the testimony presented today in regard to our branding union representatives as Communists is entirely and absolutely incorrect. In my conversation with Dr. (Towne) Nylander (regional labor board director), I told him that we had been informed that the leadership of union labor in San Diego included individuals who had displayed Communistic tendencies. Naturally as a unit of the national defense, we are concerned about Communistic activities.

"The company does not wish to advise its employes as to how they should act in the matter of securing collective bargaining. Pending a determination of our status under the Wagner act, we do not wish to deny our employes the right to consult with the managemen in matters affecting rates of pay, hours of labor and other working conditions. On the contrary, the management always has been and is now ready to discuss with representatives of any group or groups for their own members, or with any individual, these various matters.

"This includes the American Federation of Labor, the C. I. O., the Consolidators' Association or others. We have endeavored to conduct ourselves in such a fashion that our people will have confidence in our policies. We believe that our organization will continue to display the good judgment that has resulted in the avoidance of labor disputes and that we can look forward to continuing pleasant relations."

Wheatley Prefers Planes, Shies From Ocean Liners

S.D. SUN 3-14-37

Bill Wheatley, Consolidated Aircraft Corp.'s chief test pilot, is a modest sort of fellow but he doesn't mind boasting of one thing—

He has been, among other places, to South America and to Hawaii, but he has yet to step aboard an ocean-going steamer.

BILL WHEATLEY
Planes preferred

Non-Ship Traveler

Bill is quite proud of this non-ship-traveling record, even if that does make him seem like a character out of one of Stoopnagle and Budd's radio skits.

How did he get across and back, you ask? Quite simple. In 1934, he sat at the controls of Consolidated's patrol boat P2-Y1 on the long flight to Colombia, South America from the concern's Buffalo plant.

Consair Plane Both Ways

After making the delivery, Mr. Wheatley settled himself into another Consolidated plane, one of Pan-American Airways' Commodores (built in 1929, these sturdy craft are still in active service) and was winged back to the United States.

Two months ago, Bill went along with the crews of twelve Consolidated PBY's on the long over-water hop from San Francisco to Hawaii. For several weeks he acted as factory representative in the servicing of the huge craft; then a few days ago he popped up in town again, back from Pearl Harbor, this time again by plane.

Yes, he's never been on an ocean liner, and he probably intends to preserve that distinction.

Mr. Wheatley brought back some interesting information regarding the PBY's and Pan American Airways.

Stiff Test

Successful completion of the trans-Pacific flight under the handicap of stiff headwinds practically the entire route is proof that the patrol bombers have what it takes to make efficient fighting planes, he believes.

"In an emergency, the PBY would not have to be grounded until favorable weather sets in," he remarked. "The Hawaii flight thus was an unexpectedly excellent test of the planes' stamina."

It will be recalled that Lieut.-Comdr. William McDade, squadron commander, immediately upon landing at Pearl Harbor, radioed to North Island that "Patrol Squadron Six arrived in excellent condition, and is ready for service."

The minute efficiency with which Pan American Airways operates on its "safety first" principle was demonstrated to Mr. Wheatley in a unique manner.

Plane Turns Back

On March 2, the Hawaii Clipper, piloted by Capt. Jack Tilton, took off for Alameda. The Consolidated flier was one of the 11 passengers. Thirty-five minutes out of Honolulu, a minor flaw was noted in one of the engines' performance.

It constituted little if any danger, yet the pilot decided to turn back to the base. Before landing at Honolulu, all of the fuel was dumped out of the sea wings. Approximately $400 tossed into the ocean so the plane would be lighter in landing. Here was another precaution which seemingly was unnecessary, but Pan American can't afford to take any chances. Its stake in trans-ocean air travel is too great.

There were plenty of disappointed passengers, according to Mr. Wheatley, but Pan American intends to keep their passengers alive, sometimes in spite of themselves.

The repair was made, the gasoline restored, but no takeoff occurred that day. It was after sundown and Pan American has a strict ruling against starting a trip in the dark.

Not until 2:55 p. m. (Pacific Standard time) on March 3 did the Hawaii Clipper resume its flight.

The estimated time of the hop was 17 hours. The Clipper landed in San Francisco Bay in 16 hours and 59 minutes. Just another example of Pan American's navigation skill.

From San Francisco, Mr. Wheatley, still possessed of the aviator's mania for going places in a hurry, flew to San Diego via United Air Lines and Western Air Express.

Still in Honolulu, watching for maladjustments in the Navy's dozen PBY's is A. W. Koster of Consolidated, who will probably be a Hawaii resident for several more months.

AIR FIRM ORDERS SHOW INCREASE

S.D. TRIBUNE 3-16-37

Consolidated Aircraft Corp. of San Diego kept pace with other aviation firms in California during 1936, The Associated Press reporting today in a dispatch from San Francisco that employment figures from the state's aviation industry indicate more than double the rate of operations of the previous year. Consolidated Aircraft had a backlog of $18,169,726 of unfilled orders at the end of 1936, against $8,955,864 a year earlier. The company earned less in 1936 than in 1935, however, $192,411 against $322,731. Other indications of increased activity included the report of United Air Lines, which showed a 1936 net profit of $367,283 against $1393 net loss in 1935, with passenger volume up about 22 percent and air mail volume up 24 percent.

MAJ. FLEET READY TO BARGAIN

CONSOLIDATED AIR PLANT DOUBLES '36 PLANE ORDERS

S.D.SUN 3/16/37

FIRM'S INCOME FALLS BELOW 1936 VOLUME

Flying Boat Sale Result Not Shown In Annual Report

Net income of Consolidated Aircraft Corp. for 1936 fell below the total for the preceding year, but unfilled orders on Dec. 31, last, were double unfilled orders a year earlier.

Annual report of the corporation and its subsidiaries for the calendar year 1936, released yesterday, showed net income of $192,411 after surtax. This was equal, after deducting dividends paid on the preferred stock issued during the year, to 29 cents a common share.

Dividends Reduced

This compared with $322,731, or 56 cents a common share in 1935. Unfilled orders at the close of the year amounted to $18,169,726, against $8,955,864 at the close of 1935.

Net income of the corporation before provision for taxes on income, taxes on undistributed profits and other extraneous charges totaled $376,518.18 for 1936, against $373,708.24, R. S. Madison, treasurer, explained today.

U. S. Taxes Increase

In addition, he pointed out, the corporation paid dividends of $25,848.52 on the preferred stock issued during the year, and had expenses incident to financing aggregating $58,184.09.

Taxes on income and on undistributed profits came to $125,923.03 for 1936, against taxes on income of $50,976.58 in 1935, when the undistributed profits tax was not in effect.

The company did not show a profit or loss on sales of large flying boats last year, Mr. Madison said, since due to the size of the Federal orders this item could be realized only over a longer term.

CONSAIR LABOR DATA RUSHED TO WASHINGTON

S.D.SUN — 3-17-37

Speeding to Washington today was testimony on Consolidated Aircraft Corp.'s labor situation.

The National Labor Relations Board in Los Angeles yesterday referred to Washington testimony taken in a hearing over advisability of calling an election for collective bargaining at the San Diego plant.

Decision to refer the case to Washington was announced by Trial Examiner George O. Pratt. A final decision in the case probably will not be handed down for several weeks, he said.

Major R. H. Fleet, president of Consolidated, testified his belief that labor troubles at the plant could be settled without intervention of the Federal agency.

The hearing was called at the request of the Machinists' Union, affiliate of the American Federation of Labor, on a petition for an election to determine the collective bargaining agency at the plant.

Bargaining Okehed

"I would like to get together with all of my men and I believe we can work out all our differences," Major Fleet said. "All groups in the plant are entitled to a hearing and I am not in favor of riding roughshod over any minority group."

Maj. Fleet, in yesterday's hearing, reiterated the stand of C. A. Van Dusen, vice president and works manager of Consolidated, who declared last Friday night at a San Diego hearing of the Labor Board, that the management was ready to consult with employes on matters pertaining to working conditions and rates of pay.

Sessions were held in San Diego last Thursday and Friday and were adjourned until today to enable Maj. Fleet, who had been in Washington, D. C., to testify.

Washington Action Next On Consolidated Ballot

EVENING TRIBUNE 3-17-37

The findings of Trial Examiner George Pratt on a request to the national labor relations board for an employes' election at the Consolidated Aircraft Corp. here were prepared today for forwarding to Washington, The Associated Press reports in a dispatch from Los Angeles. The request was made by the International Association of Machinists, an American Federation of Labor affiliate. The Consolidators' association, a factory organization, intervened. The hearings began last Thursday in San Diego and were concluded at Los Angeles yesterday with the testimony of Maj. R. H. Fleet, president of the concern. Ralph Seward of the labor board said Fleet told the trial examiner that Consolidated was willing to bargain with the representatives of any group of employes for its own membership, but would not accept one group as representing all of the plant's 3600 workers.

S.D. SUN 3-18-37

FLEET STUDIES LABOR PROBLEM

Labor problems of Consolidated Aircraft Corp., today were observed at first hand by Maj. Reuben H. Fleet, president, as he returned to the plant after a several weeks' absence in Washington, D. C. on business matters.

In the final session of a National Labor Relations Board hearing in Los Angeles Tuesday, Maj. Fleet declared his willingness to deal with employes to iron out prevailing differences. He said he was not in favor of "riding rough-shod over any minority group."

Washington headquarters of the N. L. R. B. will study Trial Examiner George O. Pratt's findings and decide whether an election shall be held at the factory to determine whether Aircraft Local 1125, International Association of Machinists, or the Consolidators shall represent all the workers in collective bargaining.

Meanwhile, the contesting unions will continue their drives for more membership at meetings this weekend.

CONSAIR LABOR GROUPS WAIT BOARD RULING

S.D SUN — 3-25-37

With decision of the National Labor Relations Board regarding a labor vote at Consolidated Aircraft Corp. expected momentarily, a mass meeting will be conducted in Eagles Hall tomorrow night by Aircraft Local 1125, International Association of Machinists.

The N. L. R. B. message, due today or tomorrow, according to President James McDermott of the aircraft union, will determine whether an election shall be held at Consolidated to choose the collective bargaining agency for all the workers. Recent hearings were held in San Diego and Los Angeles on the petitions of Aircraft Local 1125 and the Consolidators, another employes' organization, to appear on the election ballot.

MAJ. FLEET BACK AT CONSOLIDATED AFTER U. S. TOUR

S.D UNION 3-18-37

Maj. Reuben H. Fleet, Consolidated Aircraft Corp. president, returned yesterday after a nationwide business trip and testifying Tuesday before the national labor relations board trial examiner at Los Angeles.

Maj. R. H. Fleet

The findings of George Pratt, trial examiner, on a request to the national labor relations board for an employes' election at the Consolidated Aircraft Corp. plant here were prepared yesterday at Los Angeles for forwarding to Washington, D. C., The Associated Press reported.

Request for the election was made by the International Association of Machinists, American Federation of Labor affiliate. The Consolidators' association, factory organization, intervened.

Testimony began a week ago and was completed Tuesday with Maj. Fleet's appearance. Ralph Seward of the labor board quoted Fleet as saying that Consolidated is willing to bargain with the representatives of any group of employes for its own membership, but will not accept one group as representing all of the plant's 3600 workers.

'36 CONSOLIDATED TRADE FAVORABLE

S.D UNION 3-17-37

Business of the Consolidated Aircraft Corp., of San Diego, compared favorably with that of other California aviation concerns in 1936, The Associated Press reported yesterday in a dispatch from San Francisco which added that employment figures for the state's aviation industry show more than twice the rate of operations of the previous year.

Consolidated Aircraft had a backlog of $18,169,726 of unfilled orders at the end of 1936, against $8,955,864 in 1935. The company earned less in 1936 than in 1935, however, $192,411 against $322,731. Other indications of increased activity included report of United Air lines, which showed a 1936 net profit of $367,283 against $1393 net loss in 1935, with passenger volume up about 22 percent and air mail volume up 24 percent.

NEW NAVAL BOMBERS JOIN TENDER LANGLEY

S.D. SUN 3-17-37

Eleven of the Navy's newest patrol bombers today were operating with the aircraft tender USS Langley at Port San Luis, off Pismo Beach.

Attached to the San Diego-based Patrol Squadron 11, the planes took off from North Island yesterday. The big airboats are the first of the San Diego-based PBY's to perform the open sea tactics now taking place at Port San Luis since their delivery to the Navy by Consolidated Aircraft Co.

LABOR ISSUES CAN BE MET WITHOUT U. S.

S.D. SUN — 3-16-37

By United Press

LOS ANGELES, March 16.—Major R. H. Fleet, president of Consolidated Aircraft Corporation of San Diego today testified before a hearing of the National Labor Relations Board his belief that labor troubles at the plant could be settled without intervention of the Federal agency.

Wants To Meet Men

The hearing was called at the request of the Machinists' Union, affiliate of the American Federation of Labor, on a petition for an election to determine the collective bargaining agency at the plant.

"I would like to get together with all of my men and I believe we can work out all our differences," Major Fleet said. "All groups in the plant are entitled to a hearing and I am not in favor of riding roughshod over any minority group."

Van Dusen Testifies

Following Maj. Fleet's testimony, C. A. Van Dusen, vice president of the corporation, started a lengthy explanation of duties of employes in various departments. He was expected to testify most of the afternoon after which it was believed the labor board would take the union request under submission.

BARGAINING DATE WITH GROUP SET BY CONSOLIDATED

S.D UNION 3-26-37

Bulletin board notices that a collective bargaining meeting of executives of the company and representatives of Consolidators' association has been set for Tuesday afternoon at 3, were posted in the Consolidated Aircraft Corp. plant here last night, C. A. Van Dusen, vice president, announced.

"As a result of a request from the Consolidators' association to meet with their representatives, this company has arranged for a meeting and invites representatives of organized groups of our employes to attend under certain conditions," the announcement stated.

At recent hearings before a regional labor board examiner, members of Aircraft Local 1125, International Association of Machinists, charged that the Consolidators comprised "a company union." A finding of the labor board is now pending.

"We announced at the close of hearings in Los Angeles that we were ready to meet with any groups of our employes," said Van Dusen. "We have not taken the initiative in setting this meeting, but are merely complying with a written request by officers of the Consolidators. We thought it only fair that any other organizations be allowed to send delegates."

The conditions imposed in the announcement were that representatives should appear in the plant lobby before 3 on the afternoon of the meeting, should carry a notarized statement of proper selection and membership strength of their organizations, copies of which were ordered forwarded to company officials in advance of the meeting.

S.D. TRIBUNE 2-30-37

36 CRAFT DELIVERED BY CONSOLIDATED

Of 182 planes ordered by the navy from Consolidated Aircraft Corp., 36 already have been delivered to the naval air station here. The plane factory also is under contract to furnish spare parts to the navy for 20 planes.

CONSAIR LABOR PACTS HELD UP

S.D.SUN — 3-31-37

An order to withhold labor agreements for the present has been received by Consolidated Aircraft Corp. from the National Labor Relations Board, George Dayton, business agent of the A. F. of L. Aircraft Local 1125, said today.

The N. L. R. B. informed him that Consolidated has been advised to "maintain the status quo" until a decision on the recent hearings of the concern's labor problem is made, according to Mr. Dayton.

This, in effect, will suspend negotiations with any groups of employes until the Board decides whether an election shall be held at the plant to determine whether the A. F. of L. union or the Consolidators, another labor organization, represents the workers in collective bargaining.

S.D.UNION 3-27-37

NAVY HERE GETS 36 PLANES BUILT BY CONSOLIDATED

Thirty-six of the 182 air boats contracted by the navy from the Consolidated Aircraft Corp. have been delivered to the Naval Air station, it was announced yesterday.

In addition to the 182 flying boats, Consolidated is under contract to furnish spare parts to the navy for 20 planes.

Consolidated officials report that three planes being constructed for the Argentine government and a seaplane for the Russian government are nearing completion.

Aviation Machinists Reject Labor Parley

S.D. UNION 3-29-37

A new rift in Consolidated Aircraft Corp., labor relations appeared last night when officers of Aircraft Local 1125, International Association of Machinists, announced they would not send representatives to the collective bargaining meeting to be held Tuesday afternoon.

In a public statement, the machinists charged that the Consolidators association is not "recognized as a labor union entitled to represent any employe of Consolidated aircraft, because it has been prove to us that the Consolidators have been fostered by the corporation and is now receiving all instruction as to method of procedure from the corporation."

LOCAL NOT INVITED TO AIRCRAFT PARLEY

S.D. TRIBUNE 3-29-37

Aircraft Local 1125, International Association of Machinists, has not been invited officially to attend tomorrow's meeting of representatives of the firm and of the Consolidators' association at Consolidated Aircraft Corp. plant for purpose of collective bargaining, officials of the local state. "We have never recognized the Consolidators' association as a labor union entitled to represent any employe of Consolidated Aircraft, because it has been proven to us that the Consolidators have been fostered by the Consolidated Aircraft Corp. and is now receiving all instruction as to its method of procedure from the corporation," a public announcement by the local stated. "Aircraft Local 1125 has already taken steps (as proved by recent hearings) to enter into collective bargaining with the corporation in the manner prescribed by the law of the land. Aircraft Local 1125 is willing to abide by the ruling of the national labor relations board. Why all this haste on the part of the corporation to enter into collective bargaining?"

AIRCRAFT UNION DENIES INVITE TO BARGAINING

Workers Reply To Statement Of Consolidated Official

S.D. SUN — 3-28-37

An official statement, denying that the Aircraft Local No. 1125 had been invited to attend a Consolidated Aircraft Corp. meeting to enter into collective bargaining, was issued last night by George D. Dayton, financial secretary and business representative of the union.

The statement was issued in reply to an announcement made Friday by Charles A. Van Dusen, vice president of the Consolidated Aircraft Corp.

Dayton further declared that "we do not now, and never have, recognized the Consolidators Association as a labor union entitled to represent any employes of Consolidated Aircraft, because it has been proved to us that it has been fostered by the Consolidated Corporation and is now receiving all instruction as to methods of procedure from the corporation.

"If no other reason existed for us not to attend this conference, then the fact that this conference was brought about by a meeting called by the Consolidators (which was attended by about 80 persons and half of them supervisors in the plant) is enough proof to us, and should be to the public of San Diego, that they do not represent anyone.

"Aircraft Local No. 1125 already has taken steps (as proved by recent labor hearings) to enter into collective bargaining with the corporation in the manner prescribed by law.

"Aircraft Local No. 1125 is willing to abide by the ruling of the National Labor Relations Board. Why all this haste on the part of the corporation to enter into collective bargaining?

"We leave it to the general public to answer," the statement concluded.

NAVY SLATES RECORD HOP, S.D. TO CANAL

12 Airboats To Take Part In Service's Longest Mass Flight

S.D. SUN — 4-1-37

Approximately 100 officers and men have begun intensive training at North Island preparatory to undertaking the longest non-stop mass flight in United States Navy aviation history, The Sun learned today.

The men compose Patrol Squadron Three, based at the Canal Zone, and are training here with the new Consolidated flying boats for a delivery flight to the Canal Zone this summer.

Arrived On Wright

The personnel of Squadron VP-3 arrived in San Diego recently aboard the Aircraft Base Force flagship, USS Wright, used as headquarters by Rear Adm. Ernest J. King during patrol plane maneuvers in the Caribbean last month.

Twelve Consolidated patrol bombers will be delivered to the squadron at North Island in the near future for preliminary "shakedown" tests. None of the craft has been assigned to the Canal Zone personnel yet, but instruction in operation of this type of flying boat is now under way.

Farther Than Hawaii

The mass flight to the Canal Zone will eclipse the performance of Patrol Squadron Six, which flew non-stop from San Diego to Hawaii, about 2200 miles, in February. The airline distance to the Canal Zone is approximately 2700 miles.

Under command of Lieut.-Comdr. Robert W. Morse, the squadron will take off from San Diego harbor probably in June or July, according to Aircraft Base Force staff officers.

Meanwhile, aviation officers at North Island refused to discuss the rumor of another San Diego-Hawaii airboat flight contemplated for this month.

AIR LOCAL INVITED TO PARLEY, CLAIM

S.D. TRIBUNE — 4-1-37

A member of Consolidators' association said today he was "burned up" over a statement by officials of Aircraft Local 1125, International Association of Machinists, published Monday, to the effect that Local 1125 had not been invited officially to attend Tuesday's meeting of representatives of Consolidated Aircraft Co. and of Consolidators' association for purposes of collective bargaining. "I imagine that members of Local 1125 didn't attend the meeting," said the Consolidator, "but they were invited." He exhibited a notice which he said had been posted at the plant before the meeting. This, dated March 25, states that "as a result of a request from the Consolidators' association to meet with their representatives, this company has arranged for a meeting and invites representatives of organized groups of our employes to attend under the following conditions." Six conditions were listed. One was that "representatives should present at this meeting a notarized statement signed by local officers showing the number of our employes who are members of their organizations." Another was that "such representatives should also present notarized documentary evidence of authority from the organization which they represent."

12 MORE PLANES BUILT HERE TO BE FLOWN TO HAWAII

S.D. UNION — 4-2-37

Twelve more Consolidated flying boats will be flown from San Diego to Pearl Harbor in the period April 12 to 17, it was reported in naval circles yesterday.

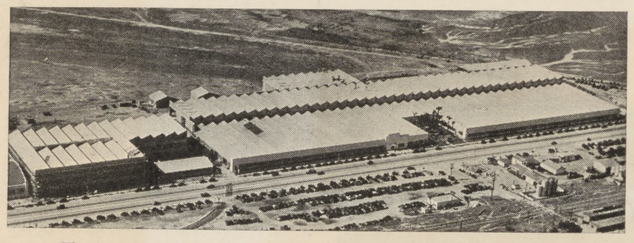
Adm. Arthur J. Hepburn, U. S. fleet commander, announced that the flight is scheduled but that the date will be determined by Rear Adm. Ernest J. King, commander of the fleet patrol wing. The ships will join the 12 planes which were flown from San Diego to Hawaii in January.

Adm. Hepburn denied reports from Honolulu that the 24 air boats will make a mass flight from Pearl Harbor to French Frigate shoals in the six weeks that the surface ships and aircraft are engaged in fleet problem 18 in the eastern Pacific. There will be no flight to the Aleutian islands.

Of the 186 Consolidated air boats contracted for by the navy 39 have been delivered to the North Island Naval Air station. Twenty-four of these air cruisers are to be stationed in the Canal Zone and it is reported the first 12 will leave here in June for Coco Solo.

PACIFIC FACTORY MAGAZINE — FEB. 1937

Biographical Briefs of West Coast Industrial Plants



The Consolidated Aircraft Corporation's new plant at Lindberg Field, San Diego

Wings for the World . . .

Who—Consolidated Aircraft Corp.
Where—San Diego, California.
What—Airplanes and parts.
When founded—1923.
How many—3500 employees.

The world has become air-minded; the airplane industry has become West-minded.

In May, 1923, Major R. H. Fleet, who won his wings the hard way, as a navy flyer during the world war, formed the Consolidated Aircraft Corporation, acquiring and merging the Gallaudet Co. and the Dayton-Wright Airplane Co. Started on a capital of $25,000, the assets of the concern now are in the vicinity of $3,000,000.

October 20, 1935, Consolidated moved west from Buffalo, N. Y., opening its extensive new plant at Lindberg Field, San Diego. At that time, employees numbered 874; today there are 3500. Unfilled orders aggregated $9,000,000, and as of October, 1936, they were nearly 13 million dollars. As the company has grown in personnel and business, there has been a growth in the plant. A new experimental building was completed in October.

Sales territory is national and foreign, and the company specializes in the manufacture of seaplanes. Maj. Fleet visualizes gigantic planes carrying hundreds of passengers across the Atlantic, planes powered by 2000 to 2500 h.p. motors, as a result of government sponsored research.

Personnel—President-Manager, Maj. R. H. Fleet; Vice-President, Works Mgr., C. A. Van Dusen; Vice-President and Chief Engineer, I. M. Laddon; Vice-President of Materials Division, C. Leigh; Secretary-Treasurer, R. S. Madison; Assistant Secretary, R. A. Stanbury; Assistant to President, E. N. Gott.

HAWAII FLIGHT SET APRIL 12

12 Navy Planes To Hop Off From S. D. Bay

S.D. SUN — 4-2-37

By United Press

LOS ANGELES, April 2.—Adm. Arthur J. Hepburn, commander-in-chief of the United States fleet, announced today 12 more of the 76 giant Consolidated patrol flying boats will make a 2600-mile nonstop delivery flight to their permanent air base in Pearl Harbor, Hawaii, the week of April 12.

Hepburn said the flight would be merely routine delivery of the planes.

The admiral denied reports that squadron 12 and its 12 sister flying boats already in Pearl Harbor will attempt a mass flight to Aleutian Islands from Hawaii in connection with the fleet war games in early May.

The takeoff will be from San Diego where the ships are manufactured.

HOP CONFIRMED BY CHIEF OF U.S. FLEET

S.D. TRIBUNE — 4-2-37

Confirmation of reports on navy flights from San Diego to Honolulu and Panama soon was forthcoming today in an announcement by Adm. Arthur J. Hepburn, commander-in-chief United States fleet. Twelve patrol flying boats, built at the Consolidated Aircraft Corp. plant here for the navy, will make a 2600-mile non-stop "delivery flight" to Hawaii during the week of April 11, and another squadron of bi-motored patrol planes will make a similar nonstop flight to the Coco Solo air base at Panama late in May, Hepburn said, The Asosciated Press reports in a dispatch from San Pedro.

The Hawaiian hop is a "routine operation," the fleet commander-in-chief emphasized. He declared it is only coincidental to the naval maneuvers in the Pacific starting later this month. He denied that two patrol squadrons already flown to Pearl Harbor would attempt a mass flight to the Aleutian islands from Hawaii via French Frigate Shoals in connection with the fleet war games.

'EXPEDITION' TO CONSTRUCT BIG AIRBOATS

Seven Families To Meet In New York, Then Go To Soviet

S.D. SUN — 4-3-37

The vanguard of a Consolidated Aircraft Corp. "expedition" to Soviet Russia to inaugurate mass production of the concern's PBY-1 type planes there left San Diego today, company officials revealed.

Seven highly skilled engineers from the local plant and their families will meet April 14, in New York City, where they will board the liner President Roosevelt for Europe.

Will Supervise Building

Their destination is Taganrog, on the shores of the Sea of Azov, in southern Russia, where they will supervise the building in large quantities of the Consolidated airboat, the design of which has been purchased by the Soviet Union.

Leader of the group, French-born Etienne Dormoy, and Mrs. Dormoy, leave for the east Monday, as does Thomas G. Palsulich, design engineer.

Others Gone

Others who have already departed are:

H. F. Ries, design engineer, and his wife; Arthur E. Petzon, tool designing executive, his wife, and son, Ronald; Cass Gurney, shop production executive, his wife and daughters, Dorothy and Florence; Minor J. Wells, design engineer; Edwin A. Reynolds, design engineer, and wife.

Second Group

A second group of six engineers will leave for the Soviet Union in June, Mr. Dormoy said. They will be C. Garner Green, design engineer and stress analyst; Harry Campbell, design engineer; Basil O. Isham, group leader for hull design; Felix Kallis, group leader for power plant; James P. Steves, shop planning executive; and Gilbert A. Henry, design engineer.

Airboat Purchased

A Consolidated airboat, similar to those now being manufactured for the United States Navy, has been purchased by Russia and will be shipped there, complete without armaments, in November. A large number of spare parts to be used by the Russians in assembling another airboat, has also been bought.

RUSSIA PLANS TO DUPLICATE NAVY'S HUGE FLYING BOATS

L.A. TIMES — 4-4-37

SAN DIEGO, April 3. (U.P.)—Soviet Russia is planning to build huge flying boats, almost exact duplicates of the United States Navy's famed long-range patrol bombers, it was disclosed here today.

The Russian planes, similar in every detail to the PBY-1 class planes which recently made a mass, nonstop flight from San Diego to Hawaii, are to be constructed at Taganrog, on the shores of the Sea of Azov.

GOING TO RUSSIA

To aid the soviet engineers in construction of the planes a group of seven skilled experts from the Consolidated Aircraft Company plant here, where the Navy's planes were constructed, left today for Russia, via New York.

In June a second group of six engineers will make the trip to the soviet.

Consolidated officials disclosed the soviet government has purchased one of the PBY-1 boats, and it will be shipped to the Taganrog factory complete, except for armaments, together with a large number of spare parts to be used in assembling other craft.

ENGINEERS VISITORS

It also was learned today that for the last two months a group of soviet engineers has been in the Consolidated plant here conferring with company officials.

It was stressed these soviet engineers have been kept "carefully segregated" so they could not gain access to parts of the shops where highly secretive experimental work is being carried on for the Navy.

Navy Sea Flight Skipper Named

Pope Will Command Twelve Huge Craft on Hawaii Trip April 12

L.A. TIMES - 4-4-37

Lieutenant-Commander L. A. Pope will command the twelve giant consolidated flying boats of Patrol Squadron Eleven on their attempted 2600-mile nonstop delivery flight to a permanent station at Pearl Harbor, Hawaii, during the week of April 12, it was announced yesterday by Admiral Arthur J. Hepburn, commander-in-chief of the United States Fleet.

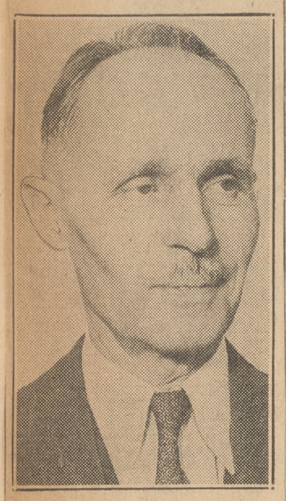
Admiral Hepburn also announced that a cordon of navy ships will be on station as plane guards between here and Hawaii during the flight, as they were when twelve identical "PBY-1" planes of Patrol Squadron 6 made a similar ferry flight to Pearl Harbor in January.

Flight crews on the hop will comprise twelve officer pilots and sixty enlisted men, an average of six men to a plane. On arrival, the air cruisers will be turned over to Patrol Squadron 8, regularly based at Pearl Harbor.

All twenty-four of the "PBY-1's" when in Hawaii will participate in "United States Fleet Problem XVIII" on which the surface and air squadrons will depart the San Pedro-San Diego area April 16.

CONSAIR LABOR VOTE ORDERED

Leads Trek



ETIENNE DORMOY

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CONSAIR BAND MOSCOW-BOUND

S. D. Engineers To Build Huge Airboats

S.D. SUN — 4-3-37

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Seven highly skilled engineers from the local plant and their families will meet April 14, in New York City, where they will board the liner President Roosevelt for Europe.

Will Supervise Building

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Leader of the group, French-born Etienne Dormoy, and Mrs. Dormoy, leave for the east Monday, as does Thomas G. Palsulich, design engineer.

Others Gone

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A second group of six engineers

Turn to Page 2, Col. 7.

CONSAIR BAND MOSCOW-BOUND

Continued from Page 1

will leave for the Soviet Union in June, Mr. Dormoy said. They will be C. Garner Green, design engineer and stress analyst; Harry Campbell, design engineer; Basil O. Isham, group leader for hull design; Felix Kallis, group leader for power plant; James P. Steves, shop planning executive; and Gilbert A. Henry, design engineer.

Airboat Purchased

A Consolidated airboat, similar to those now being manufactured for the United States Navy, has been purchased by Russia and will be shipped there, complete without armaments, in November. A large number of spare parts to be used by the Russians in assembling another airboat, has also been bought.

Two Years' Stay

During the last two months, a group of Soviet engineers have been performing liaison duty between their government and Consolidated at the San Diego plant. They have been kept carefully segregated because of the large amount of secret experimental work being performed for the Navy.

Two years will probably be required in the work of the Consolidate engineers, according to Mr. Dormoy. They will remain in Russia until the first complete Russian-built PBY-1 has been tested and proved acceptable.

Screen Shrouds Deal

The men selected for this expedition are experts in the four integral divisions of plane-manufacturing, body and hull, wing, equipment and engines.

Whether Russia will use the planes for military or commercial purposes as soon as mass production is started has not been revealed. A great deal of secrecy has, in fact, surrounded the Russian negotiations with Consolidated.

VOTE IS ORDERED AT CONSOLIDATED

S.D. UNION — 4-7-37

Executives of Consolidated Aircraft Corp. have been notified that the national labor relations board in Washington has ordered a plant election to decide the collective bargaining agency for employes, C. A. Van Dusen, vice president, announced last night.

The ballot will carry names of Aircraft local 1125, International Machinists' union, an affiliate of the American Federation of Labor, and the Consolidators' association.

Van Dusen said date for the election had not been set and said he understood it would be arranged by regional labor board officers.

"As far as the company is concerned, we have no statement to make," said Van Dusen. "This is merely routine of carrying out the law."

Representatives of the machinists' union said earlier in the day that all production workers on an hourly basis, excluding clerks, engineers and office workers, had been designated as the voting unit and that a preliminary meeting to decide the election date would be held tomorrow.

Consolidated Workers To Vote on Bargaining

S.D. UNION — 4-8-37

Consolidated Aircraft Corp. employes will vote Saturday whether the Consolidators or Aircraft local 1125, American Federation of Labor affiliate, will represent them in collective bargaining. Dr. Towne Nylander, national labor relations regional director, will superintend the casting of ballots.

MASS HAWAIIAN HOP NEXT WEEK

S.D. UNION — 4-7-37

Official announcement that VP-11 squadron, composed of 12 new Consolidated air cruisers and commanded by Lt. Comdr. Laverne A. Pope, will take off from San Diego harbor for a continuous flight to Hawaii next week, was made yesterday by Rear Adm. Ernest J. King.

The airplanes will start early in the morning and are expected to land at Pearl Harbor at dawn next day. The chamber of commerce is making arrangements to bring the five major newsreels here to film the take-off.

Another squadron of 12 Consolidated planes will be flown direct from San Diego to Coco Solo, C. Z., early in June.

SEATTLE PLANE WORKERS' CHIEF PLANS ADDRESS

Collective Bargaining Vote Count Due At Factory Saturday Night

S.D. SUN — 4-8-37

On the eve of a National Relations Board election to determine their agency for collective bargaining, employes of Consolidated Aircraft Corporation will attend a mass meeting in Russ Auditorium at 8 p. m. tomorrow, it was announced today.

Called by Aircraft Lodge No. 1125, A. F. of L. affiliate which seeks power to represent all employes of the huge San Diego factory, the meeting will be addressed by Jim Lynch, president of Aircraft Mechanics Lodge No. 751, Seattle.

Vote Set Saturday

Saturday, the aircraft workers will mark government ballots under the supervision of Towne Nylander, regional director for the National Labor Relations Board.

Two squares appear on the ballot.

An "X" in the first is a vote for Aircraft Lodge No. 1125, International Association of Machinists, as representative for collective bargaining purposes.

A mark in the second square will be a vote for the Consolidators.

Observers Present

Lynch, who will address the mass meeting tomorrow night, is in Southern California for the purpose of attending a joint meeting of the agreement committees from Seattle, Burbank and San Diego aircraft lodges, according to George B. Dayton, financial secretary and business agent for the local unit.

The election of a collective bargaining agency will begin at 12:30 p. m. and conclude at 10:30 p. m. Saturday. Eleven observers representing the Consolidators and 11 representing the Aircraft Lodge will be present to act as watchers at the polling place, which will be in the hangar at the end of the tool storage building behind the factory.

Immediate Count Due

Those eligible to vote in the election are hourly paid employes of Consolidated with the exception of general office and other office and clerical employes and those classified as executives or time keepers.

Ballots will be counted by Nylander in the presence of party observers as soon as possible after the close of voting Saturday night.

SERVICE NOTES

Crews For Hawaii Flight To Return On Navy Vessels

S.D. SUN 4-7-37

By HAROLD KEEN

When Lieut.-Comdr. Loverne A. Pope and his crew of 72 officers and men take off from San Diego harbor for Hawaii some time next week, it will not be "good-bye" to them but merely "au revoir."

Personnel To Return

The planes of Patrol Squadron 11 will remain at Honolulu, where they will be permanently based, but personnel of the 12 Consolidated bombers will return here as soon as convenient, probably by Navy transport, according to Aircraft Base Force officials.

Actual takeoff date is still tentative. Weather conditions here and along the line of flight will determine when the big airboats leave San Diego.

Already four aircraft tenders, two from Pearl Harbor, and the San Diego-based Gannet and Sandpiper, have left for sea, presumably to keep North Island posted on conditions across the Pacific.

Tenders Leave Early

The Gannet and Sandpiper are scheduled for arrival at Pearl Harbor Navy Yard April 17, which indicates that the trans-Pacific flight ought to be completed at least by that date.

Patrol Squadron 11 was the first group to receive the new Consolidated PBY planes and acted as "tutors" to personnel of Patrol Squadron Six, which made a record-breaking hop from San Diego to Hawaii in February.

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CONSAIR LABOR VOTE SPEEDED

S.D. SUN — 4-7-37

Nylander Arrives To Set Bargaining Election

Consolidated Aircraft Corp's labor problems today appeared on the road to definite settlement as Dr. Towne Nylander, National Labor Relations Board regional director, arrived here to arrange for a labor election in the plant.

The election was ordered by the board after hearings in San Diego and Los Angeles on petitions of Aircraft Local 1125 and the Consolidators, opposing labor organizations, to appear on the ballot.

Winner of the election, which will be restricted to production workers employed on an hourly basis and excluding clerks, engineers, and office workers, will have the right to represent the factory employes in collective bargaining, according to George Dayton, business agent of Aircraft Local 1125.

SERVICE NOTES

Navy To Set S. D.-Hawaii Flight Takeoff Tomorrow

By HAROLD KEEN

S.D. SUN 4-9-37

Announcement of definite takeoff time of the San Diego-Hawaii mass flight of 12 Consolidated patrol bombers is forthcoming tomorrow, the Aircraft Base Force operations office reported today.

Weather Data Gathered

The trans-Pacific hop has been tentatively set for some time next week, and a group of Honolulu and San Diego-based aircraft tenders are already in the Pacific gathering weather data for use by the aviators.

Instead of shipping a whole squadron of officers and men from Hawaii to North Island, as was done in the case of Honolulu's Patrol Squadron Six, when it accepted delivery on the PBY's several months ago, a reverse process is taking place now.

'Ferry' Squad Planned

Under Lieut.-Comdr. Loverne A. Pope, the personnel of Squadron VP-11, stationed at North Island, is to fly the airboats to Hawaii, turn them over to Patrol Squadron Eight as replacements, and return by Navy vessel to resume duty in their own aviation unit.

Patrol Squadron Three of Coco Solo, Canal Zone, at present is training at North Island for a non-stop delivery flight to Panama this summer.

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A. F. L. AFFILIATE BIDS FOR CONSAIR

S.D. SUN — 4-9-37

A final bid for support of Consolidated Aircraft Corp. factory employes will be made by Aircraft Local 1125, A. F. L. affiliate, in a mass meeting in Russ Auditorium.

Tomorrow afternoon, workers employed in mechanical trades on an hourly basis will ballot to determine whether Aircraft Local 1125 or the Consolidators shall represent them in collective bargaining. Chief speaker at tonight's rally will be James Lynch, president of Boeing Aircraft Lodge, Seattle.

WILL TALK VOTE AT AIRCRAFT MEETING

S.D. TRIBUNE — 4-8-37

Aircraft lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, will hold a mass meeting at 8 p.m. tomorrow at Russ auditorium for all aircraft workers, it was reported today by George L. Dayton, financial secretary and business agent of the lodge. He said the purpose of the meeting is for discussion and instructions to the membership and those few remaining workers not members concerning an election to be held by hourly paid employes of Consolidated Aircraft Corp. Saturday afternoon and evening on the question of representation for purposes of collective bargaining with their employer. The election is a United States government election under the direction of Dr. Towne Nylander, director of the 21st region, national labor relations board, and will be by secret ballot, according to a notice of election posted.

Dayton reports the principal speaker of the evening will be Jim Lynch, president of Aircraft Mechanics lodge No. 751, of Seattle, who is in southern California for the purpose of attending a joint meeting of the agreement committees from Lodge No. 751, Seattle; Lodge No. 727, Burbank, and Lodge No. 1125, San Diego.

The purpose of this meeting, Dayton explained, is to work out a standardized agreement applicable to all airplane factories on the Pacific coast.

Saturday's election will enable those eligible to vote to choose between Aircraft Lodge No. 1125 and Consolidators as an agency for collective bargaining. The election, which will be held in a hangar at the Consolidated plant, was ordered last week by the national labor relations board, which last month held a hearing on the matter here. Those eligible to vote, according to the notice of election, are the hourly paid employes of the Consolidated Aircraft Corp., except the general office and other office and clerical employes, wherever located, those engaged in the engineering department, and those classified as executives or time-keepers on the payroll of Consolidated as of April 8. So-called clerks who regularly handle goods and materials are included in the appropriate unit and are eligible to vote in the election.

Balloting will be conducted under the supervision of Nylander and his assistants. The polls for the election will be open from 12:30 p.m. until 10:30 p.m. Saturday.

PLANE CREWS TO DECIDE ON BARGAIN UNIT

S.D. SUN — 4-6-37

An election to determine what organization shall represent employes in collective bargaining with the Consolidated Aircraft Corp. has been ordered by the National Labor Relations Board in Washington.

This information was received here today by George D. Dayton, business manager of Aircraft Local 1125, from Dr. Towne Nylander, regional labor board director.

Result Of Hearings

Calling of the election was the result of recent hearings conducted before the Regional Labor Board.

"A preliminary meeting will be held in the Consolidated plant Thursday," Dayton said, "and the date for the election probably will be set then."

The labor board, according to Dayton, ordered that an "appropriate" voting unit shall consist of all production workers on an hourly basis, excluding all clerks, engineers and office workers.

2000 Members Claimed

Aircraft Local 1125 claims more than 2000 members in the plant. Another employes' organization known as the "consolidators" has been declared a company union by the Aircraft local.

The victorious organization in the election will bargain exclusively on behalf of Consolidated employes.

12 NAVY PLANES TO START HAWAII FLIGHT MONDAY

S.D. UNION — 4-10-37

Weather conditions over the San Diego-Pearl Harbor airway permitting, 12 Consolidated air cruisers, comprising VP-11 squadron of the fleet patrol wing under command of Lt. Comdr. Loverne A. Pope, will take off from the harbor Monday, Hawaii-bound.

Adm. Arthur J. Hepburn, U. S. fleet commander, announced aboard the flagship Pennsylvania yesterday that the squadron was ready for the flight to the "crossroads of the Pacific" and was only awaiting suitable weather conditions.

The planes will follow the same course as that flown by 12 Consolidated seaplanes in their flight from San Diego to Pearl Harbor Jan. 28. These planes flew the 2270 nautical miles in 21 hours and 40 minutes. The squadron was commanded by Lt. Comdr. William McDade.

Patrol Vessels Under Way

In January, 1934, six Consolidated airboats, commanded by Comdr. Kneffler McGinnis, flew from San Francisco to Hawaii, 2400 miles, in 24 hours and 45 minutes.

Plane patrol vessels, mostly mine sweepers, are proceeding to their stations along the line of flight and are sending weather reports at frequent intervals to the Naval Air station here. Adm. Hepburn reported that a weather chart will be made up tomorrow night, and if the outlook is favorable, the planes will leave Monday.

It is reported that the take-off will be some time between 8 and 11 in the morning when the heavily laden planes will have the benefit of suitable wind conditions. In the January flight the air boats encountered trouble getting into the air, taking off just at dawn, and when there was no breeze to help them lift off the water in taxiing down channel, several of them headed about and went barging down the south bay and over the strand to the sea.

Fishermen Warned

Small boat operators and fishermen have been warned to steer their craft clear of the channel which will be used by the air boats in getting aloft. This channel will be patrolled by navy launches and cutters each flying a red danger flag and all approaching surface craft will be warned to steer clear of the danger zone.

Newsreel pictures were taken of the squadron yesterday afternoon at North Island.

12 NAVY PLANES READY TO HOP THIS AFTERNOON FOR HONOLULU

S.D. UNION — 4-12-37

First of 12 giant navy air cruisers will roar down San Diego bay at 2:30 this afternoon and fly into the path of the setting sun toward Honolulu, weather permitting, Rear Adm. Ernest J. King, commander aircraft base force, said last night after a perusal of the night weather reports.

Rear Adm. King will give final orders for the start of the mass flight after study of this morning's weather reports.

Like massive sleek gray geese, the flying boats of squadron V-P11 will be slipped into the bay from the long white concrete aprons on the naval air station this afternoon.

One by one, the planes will make the long run down to bay toward Pt. Loma, their motors roaring to lift the fuel-burdened ships from the water.

A rendezvous will be set, probably at sea.

The flying boats will join the formation and the planes, veritable giants of the air, will wing their way toward their new station of duty, the fleet air base at Pearl Harbor, T. H.

Under the command of Lt. Comdr. Loverne A. Pope, the 12 flying boats all constructed at the San Diego plant of the Consolidated Aircraft Corp., will follow the same course as that flown by another squadron of 12 planes of the same type Jan. 28. The route will be guarded by naval aircraft tenders.

The course from here to Honolulu is 2270 miles and was covered by the previous squadron flight in 21 hours, 40 minutes. The previous squadron ran into a fierce storm which was battled for several hours.

The flight will be the third mass flight of navy planes from the Pacific coast to Hawaii. Six seaplanes, under Comdr. Kneffler McGinnis, flew to San Francisco to Honolulu in January, 1934.

AIRCRAFT WORKERS FAVOR A.F.L. UNIT

S.D. TRIBUNE — 4-12-37

Aircraft Lodge 1125, International Association of Machinists, affiliated with the American Federation of Labor, was selected Saturday by employes of Consolidated Aircraft Corp., as bargaining agency of hourly workers in the mechanical departments. In an election to determine whether Aircraft lodge 1125 or the Consolidators' association should be the bargaining agency, the former organization was chosen by a vote of 1823 to 531. Dr. Towne Nylander, regional director of the national labor relations board, under whose direction the election was held, said it was conducted in the most orderly manner of any he had seen. He complimented the employes on their conduct and officials of the company for their cooperation. Following the election union officials said negotiating efforts would be started immediately.

A. F. L. UNIT WINS IN ORDERLY VOTE AT CONSOLIDATED

S.D. UNION — 4-11-37

By a 3-to-1 vote, employes of Consolidated Aircraft Corp. yesterday chose the American Federation of Labor affiliated union, Aircraft local 1125, International Association of Machinists, as the bargaining agency of hourly wage workers in mechanical departments.

Total vote in the election was 1823 for the Machinists and 531 for the Consolidators' association, a non-affiliated organization. Dr. Towne Nylander, regional director of the national labor relations board, announced late last night. In all, 2370 ballots were cast. Fifteen were challenged and one voided.

Booths Borrowed

Dr. Nylander said the election was conducted in the most orderly manner of any he had seen. Balloting booths were borrowed from the city and set up in a large assembly room. Rope lines kept voters moving in queues during peak voting hours. In one 25-minute period of a luncheon hour, ballots of more than 1000 employes were handled by election officials at 11 tables, Dr. Nylander said.

He complimented officials of the corporation for their cooperation in the handling of the election and the employes on their conduct.

'Fairness' Lauded

Corporation officials also were lauded "for the fairness and cooperation shown" in a statement issued by George D. Dayton, business manager of the Machinists.

The vote was ordered by the national labor relations board after a hearing conducted here several weeks ago. Union officials said negotiation efforts would be started immediately.

HAWAII HOP MONDAY IF WEATHER O. K.

S.D. TRIBUNE — 4-10-37

Navy authorities studied weather charts today in preparation for the takeoff early next week of 12 Consolidated-built patrol planes to be flown from San Diego to Hawaii. Adm. Arthur J. Hepburn, commander-in-chief United States fleet, announced that if weather conditions are favorable the planes will leave Monday, The Associated Press reports. The squadron, VP-11 of the fleet patrol wing under command of Lt. Comdr. Loverne A. Pope, will follow the same course as that followed by another squadron of 12 seaplanes last Jan. 28. The course from here to Honolulu is 2270 miles and was covered by the previous squadron flight in 21 hours, 40 minutes. A notice to mariners has been issued requesting boat operators in San Diego harbor to watch for signal displays at North Island advising of the flight and to stay clear of the lengthy takeoff area in the bay at the start of the flight.

NAVY HOP TO HONOLULU SCHEDULED FOR MONDAY

12 CONSAIR CRUISERS FLY TO NEW BASE

Flight Set For Morning Hours; Weather Conditions Checked

S.D. SUN — 4-10-37

The start of the Navy's mass flight to Honolulu is in the hands of the Weatherman.

Ready to hop are 12 Consolidated air cruisers of fleet patrol wing squadron VP-11 under command of Lieut. Comdr. Loverne A. Pope.

2270-Mile Flight

Weather permitting, the planes will roar into the sky from San Diego bay between 8 and 11 Monday morning, point their noses toward Honolulu and follow them for 2270 miles to their new base.

The fleet's commander-in-chief, Adm. Arthur J. Hepburn, aboard his flagship USS Pennsylvania, announced that the weather chart drawn up tomorrow night will determine whether or not the takeoff may be carried out on schedule.

Weather Watched

Conditions are expected to be more favorable than those at the dawn hop of Jan. 28 when lack of breeze to help lift the planes from the water made the take-off difficult.

The channel will be patroled by Navy launches flying red warning flags and all harbor traffic will be diverted to assure a clear run for the flying boats Monday.

The trans-Pacific flight is expected to take between 21 and 22 hours. Personnel of the flight:

11-P-1
Pope, L. A., Lt. Comdr.; Gage, J. A. Jr., Av. Cadet; Balske, C. A., ACMM (PA), (NAP); Potts, W. H., ACMM (PA); Mayer, A., CRM (AA); Potter, G. E., RMlc; Robinson, E. C., ALMMlc.

11-P-2
Haman, Claude W., Lieut.; West, L. J., ACMM (PA), (NAP); McPherson, H. A., AMMlc (NAP); Cloud, P. S. ACMM (AA); Johnson, E. G., AMMlc; Cheney, O. W., Y2c; Anderson, M. L., RMlc.

11-P-3
Turner, Frank, Lieut.; Cusick, J. O., AMMlc (NAP); Fitzmaurice, M. J., ACMM (PA); Rawls, J., RM2c; Griffin, G. G., AMM2c; Sippel, R. G., ACMM (PA).

11-P-4
Dey, W. C., Jr., Lieut.; Royer, T. W., Av. Cadet; Anderson, J. M., AMMlc (NAP); Sunderland, J., ACMM (PA); Hester, J. H., RMlc; Niedzwiecki, J. G., AMMlc; Morrill, N. G., Matt. 1c.

11-P-5
Ramsey, Paul H., Lieut.; *Evans, C. H., AMM2c (NAP); Spraggins, J. A., RM2c (NAP); Buck, H. D., ACMM (AA); Leftwich, L. L., RM2c; Carr, R. L., AMMlc; Meneough, H. M., Sealc.

11-P-6
McKechnie, A. W., Lieut.; *Eddy, W. D., AMM2c (NAP); Woodson, J. D., AMMlc (NAP); Cinq-Mars, G. M., ACMM (AA); Daniels, H. E., RMlc; Oliver, G. C., AMM3c; Price, R. S., ACMM (PA).

11-P-7
Whaley, W. B., Lieut.; McLaughlin, S. R., Av. Cadet; Dixon, L. A., ACOM (PA), (NAP); Asher, A. E., ACMM (PA); Lentz, F. C., SRM (PA); Ronicker, G. M., AMMlc.

11-P-8
Craig, Kenneth, Lieut.; *Davies, J. H., AMM2c (NAP); Weaver, R. M., AMMlc (NAP); Coburn, J. F. Jr., AMMlc; Matter, W. E., RM2c; Joyce, J. L., AMM2c; Logan, G. R., AMMlc.

11-P-9
Ashford, W. H. Jr., Lieut.; Kuhn, T. H., ACMM (PA), (NAP); Morton, G. T., ACMM (AA); Bailey, H. A., RM2c; McDowell, M. H., AMMlc; Daly, H. F., ACMM (AA).

11-P-10
Perrill, H. K., Lieut.; Coward, C. G., ACMM (AA), (NAP); Taylor, H. B., AOMlc (NAP); Cossett, O. P., ACMM (PA); Strack, F. Jr., RMlc; Miller, P. B., AMM2c.

11-P-11
Cooper, E. G., Lieut.; Kaenel, L. J., RM2c (NAP); Harper, T. A., AMMlc; Roley, J. E., RM2c; Griffin, R. V. B., AMM2c; McManus, M. J., ACMM (PA).

11-P-12
Hale, H. H., Lieut. (jg); Lasseter, P., ACMM (PA), (NAP); Waldrop, J. P., AMMlc; Gunsolley, J. W., RM2c; Hannah, A. H., AMM2c; Burnish, W. B., CBM (AA).
*—NAP'S for transportation to Pearl Harbor for duty.

Aircraft Workers Union Victor Over 'Consolidators' By 1823-531

Consolidated Employes Cast Ballot To Name Bargaining Unit

S.D. SUN — 4-11-37

Aircraft Local 1125, an American Federation of Labor affiliate, yesterday won the right to represent 3295 Consolidated Aircraft Corp, employes in collective bargaining with the management.

This union scored an overwhelming victory over its rival labor organization, the Consolidators, in a National Labor Relations Board election conducted yesterday on the company property.

The official tally was:
Aircraft Local 1125—1823.
Consolidators—531.

Total number of factory workers eligible to vote was 3295.

'White Collars' Excluded

Today's election excluded all "white collar" workers—clerks, office help and engineers—and was restricted to employes engaged in manual trades on an hourly basis.

Observers from the National Labor Relations Board, headed by Dr. Towne Nylander, regional director, and from both the unions were present throughout the balloting.

Within the first half-hour after the polls opened at 12:30 p. m., more than 1000 votes had been cast. A steady dribbling of ballots during the remainder of the day and until closing time at 10:30 p. m., swelled the total to almost 2400.

The election and its result—recognition of Aircraft Local 1125 as the factory employes' sole collective bargaining agency—put an end to several months of unrest at Consolidated Aircraft Corp.

A Labor Relations Board hearing was required last month to pass on the petitions of the two contesting unions for places on the ballot. Previous requests of Aircraft Local 1125 to the company management that this A. F. of L. affiliate be recognized had been denied.

Casting their ballots in Consolidated Aircraft Corp.'s election yesterday are, left to right, James Burney, William Wallace and Charles Slife, with Miss Peggy Conners, National Labor Relations Board election clerk, acting as observer.

Mass meetings were held, both by the A. F. of L. union and the Consolidators to gain support for their respective organizations. Charges were made by officials of the Aircraft Local that the rival group was a "company union." The claim that "outsiders" were trying to run Consolidated's labor affairs was made by the Consolidators.

Rumors that labor troubles would break into the open and possibly tie up production of 176 Navy patrol bombers now in the Consolidated assembly lines were heard from time to time. Despite the intense feeling aroused over the battle between the two unions, work on the big airboats was not interrupted and a steady output continued to equip patrol plane squadrons at North Island and Hawaii.

CONSAIR WORKERS VOTE ON UNIONS

NEXT MOVE OF CONSAIR LABOR UNION AWAITED

A. F. Of L. Affiliate To Start Collective Bargaining

S.D. SUN — 4-12-37

What is the next move in the Consolidated Aircraft Corp, labor situation?

Now that Aircraft Local 1125, A. F. of L. Affiliate, has been established as the sole collective bargaining agency for factory employes, company officials today anticipated demands by this organization.

Defeats Consolidators

The union, victorious over its rival labor unit, the Consolidators, at a plant election Saturday, is expected to prepare its idea of a working agreement at its regular weekly meeting in Eagles' Hall tonight, according to George Dayton, business agent.

"We will present an agreement to the management within three days," he said today. "It will ask for an increase in wages, though how much I am not prepared to say."

Proposals of the Aircraft Local will be similar to those over which negotiations are now in progress at the Boeing plant in Seattle, and the Lockheed factory in Burbank, Dayton said.

The agreement would expire July 1, at which time a new one-year contract would be sought.

Defeated Group To Remain

Meanwhile, officials of the Consolidators today were planning the future status of their organization. Though defeated, 1823 to 531, in Saturday's election, the group does not intend to disband, according to C. L. R. Smeltzer, president. The program of the organization, however, will undergo adjustments as a result of its defeat.

The intense interest of Consolidated factory workers in the election was manifested by the heavy vote cast. Out of 3295 employes eligible to cast ballots, 2370 visited the polls. Fifteen votes were challenged, and one, marked "I am mutual," was void.

The humor of this latter ballot is contained in the fact that several hundred employes have been members of both organizations, a revelation made at recent National Labor Relations Board hearings on the company's labor problems.

TAKE-OFF SET AT 2:30 FOR HAWAII FLIGHT

12 Navy Airboats From S. D. To Carry 80 Men To Isles

S.D. SUN — 4-12-37

Eighty men in 12 giant Navy airboats were to soar away from San Diego Harbor at 2:30 p. m. today on a 2270-mile nonstop flight across the Pacific to Hawaii.

Last minute weather reports received by Aircraft Base Force officials from the six Navy vessels stationed along the flight route indicated favorable flying conditions.

20-Hours In Air

The officers and men, commanded by Lieut.-Comdr. Loverne A. Pope of Patrol Squadron 11, will make the hazardous flight in about 20 hours, depending on wind velocity and direction, it was predicted at North Island today.

The last transpacific mass hop Jan. 28 of a dozen Consolidated patrol bombers was accomplished in 21 hours 48 minutes after the squadron bucked a heavy storm 300 miles before reaching its destination.

'Routine Delivery'

Today's flight is characterized by Rear Adm. Ernest J. King, Aircraft Base Force commander, as a routine delivery of the airboats to Pearl Harbor for replacement of obsolete planes in Patrol Squadron 8.

The plane of Lieut. Comdr. Pope will probably take off first, and the other craft were to roar down a guarded runway in the harbor in rapid succession. At a 10,000-foot rendezvous, the airboats will gather in formation and point their noses toward the open sea and Pearl Harbor, 2270 nautical miles distant.

12 AT LINE AIMED FOR HAWAII

S.D. TRIBUNE — 4-12-37

The first plane took off at 2:32 p.m. The others took to the air in rapid order and the last left the water at 2:57. They were to rendezvous at sea and then head for Honolulu.

The navy spread its wings over the Pacific this afternoon for another flight from San Diego to Honolulu—the second attempted this year. Twelve San Diego-built patrol planes, commanded by Lt. Comdr. L. A. Pope and carrying 78 officers and men, were scheduled to take off on the flight of 2553 statute miles to Pearl Harbor.

Weather Fair

Six of the planes were in the water at 2:30 p.m., the time which had been tentatively set for the take-off. They left the north beach at North Island and taxied southeast across the bay to a point off Fishermen's pier, at the foot of G st. There they turned north, proceeding past Broadway pier in preparation for a "straight shot" westward takeoff over Pt. Loma.

A fair crowd was gathered at the end of Broadway pier for the takeoff. Approximately 150 officers and men were on the beach at North Island before the planes slid into the water.

All small boats and other harbor craft were warned to stay clear of the take-off area, and a fleet of small navy boats was stationed between all warships to keep other boats clear.

Here's Ballot In Aircraft Election

OFFICIAL BALLOT
HOURLY PAID EMPLOYEES
CONSOLIDATED AIRCRAFT CORPORATION EMPLOYEES

1. This is a secret ballot.
2. Make your choice of organization to represent you by marking "X" in one square only.
3. Do not sign your name.
4. If you spoil your ballot, return it to the Government Representative and get a new one.
5. Fold your ballot to conceal the "X" you have made and deposit it in the ballot box.

If you desire to be represented for purposes of collective bargaining by AIRCRAFT LODGE NO. 1125, International Association of Machinists, mark "X" in this square: ☐

If you desire to be represented for purposes of collective bargaining by the CONSOLIDATORS, mark "X" in this square: ☐

Here is a sample of the official ballot being marked by Consolidated Aircraft Corp. employes today to determine which of two organizations shall represent them in collective bargaining.

RIVAL CHIEFS CONIDENT OF LABOR VICTORY

Seattle Local President Describes Battle For Contract

S.D. SUN — 4-10-37

Factory workers at Consolidated Aircraft Corp., today were to cast ballots to determine whether Aircraft Local 1125, A. F. of L. affiliate, or the Consolidators, a rival

GEORGE DAYTON

labor organization, is to represent them in collective bargaining.

The election, ordered by the National Labor Relations Board, was to be held from 12:30 p. m. to 10:30 p. m. in the company's hangar.

Fight Described

Meanwhile, plans to establish uniform working agreements between unions and aircraft factories throughout the west were revealed last night by James Lynch, president of Boeing Aircraft local, Seattle, at a mass meeting in Russ auditorium.

Lynch described the struggles of his organization to obtain the first labor contract on the Pacific coast with an aviation concern.

Leaders Confident

Uniform wage scales in all aircraft plants are desirable, he

C. L. R. SMELTZER

pointed out, because employers would be on an even competitive basis as far as labor costs are concerned.

Leaders of the rival organizations, George Dayton, business manager of the Aircraft union, and C. L. R. Smeltzer, president of the Consolidators, both were confident of victory.

Eleven observers from each group was to watch the balloting being conducted by Dr. Towne Nyland, regional director of the National Labor Relations Board.

Weather Good for Hop Of S. D.-Hawaii Fliers

S.D. TRIBUNE — 4-12-37

Their goal Honolulu, 12 navy patrol planes of VP squadron 11-F were ready to start a nonstop flight attempt from here at 2:30 p.m. today. Weather conditions between southern California and the Hawaiian islands were reported good.

"This flight is a routine delivery of new airplanes built for the navy by Consolidated Aircraft Corp. at San Diego," said Rear Adm. Ernest J. King, commander of aircraft base force. He said the flight will be guarded by six vessels spaced along the great circle route from southern California to Honolulu.

The planes, lined up on the beach at North Island this morning, were not expected to enter the water for the take-off until shortly before 2:30, it was reported. Memorial services were held at the air station this afternoon for four fliers killed last Tuesday in a scouting bomber collision off Pt. Loma—Lts. Ludwell Pickett and Joseph J. Loughlin, Harry M. Bradley, chief machinist's mate, and John J. Carney, aviation machinist's mate—and the start of the Hawaiian flight was not scheduled until after the services.

The distance to be covered in the flight is 2270 nautical miles, or 2553 statute miles.

Pope in Command

Lt. Comdr. L. A. Pope is in command, and after the planes arrive at their destination they will be turned over to patrol squadron 8-F, stationed at Pearl Harbor. The personnel of VP squadron 11-F will be returned to San Diego in the U.S.S. Wright, base force aircraft tender, upon completion of United States fleet exercises which start Friday and last for six weeks

King said the patrol planes have a wing span of 104 feet and are 63 feet, 6½ inches long and 18 feet, 6 inches high. They are powered with two Pratt-Whitney engines.

"The estimated flight time is 20 hours, depending on the weather conditions, including force and direction of the wind," said the admiral.

The flight is the second of its kind this year. Another squadron of 12 planes flew from here to Honolulu in January in 21 hours, 40 minutes.

The following is a list of members of the flight crews of VP Squadron 11-F, making the flight to Honolulu:

11-P-1—Pope, L. A., lt. comdr.; Gage, J. A. jr., Av. Cadet; Balske, C. A., A.C.M.M. (P.A.) (N.A.P.); Potts, W. H., A.C.M.M. (P.A.); Mayer, A., C.R.M. (A.A.); Potter, G. E., R.M.1c; Robinson, E. C., A.M.M.1c.

11-P-2—Haman, Claude W., lt.; West, L. J., A.C.M.M. (P.A.), (N.A.P.); McPherron, H. A., A.M.M.1c (N.A.P.); Cloud, P. S., A.C.M.M. (A.A.); John, E. G., A.M.M.1c; Cheney, O. W., Y2c; Anderson, M. L., R.M.1c.

11-P-3—Turner, Frank, lt.; Cusick, J. O., A.M.M.1c (N.A.P.); Fitzmaurice, M. J., A.C.M.M. (P.A.); Rawls, J., R.M.2c; Griffin, G. G., A.M.M.2c; Sippel, R. G., A.C.M.M. (P.A.).

11-P-4—Dey, W. C. jr., lt.; Royer, T. W., Av. Cadet; Anderson, J. M., A.M.M.1c (N.A.P.); Sunderland, J., A.C.M.M. (P.A.); Hester, J. H., R.M.1c; Niedzwiecki, J. G., A.M.M.1c; Morrill, N. G., Matt.1c.

11-P-5—Ramsey, Paul H., lt.; *Evans, C. H., A.M.M.2c (N.A.P.); Spraggins, J. A., R.M.2c (N.A.P.); Buck, H. D., A.C.M.M. (A.A.); Leftwich, L. L., R.M.2c; Carr, R. L., A.M.M.1c; Meneough, H. M., Sea.1c.

11-P-6—McKechnie, A. W., lt.; *Eddy, W. D., A.M.M.2c (N.A.P.); Woodson, J. D., A.M.M.1c (N.A.P.); Cinq-Mars, G. J., A.C.M.M. (A.A.); Daniels, H. E., R.M.1c; Oliver, G. C., A.M.M.3c; Price, R. S., A.C.M.M. (P.A.).

11-P-7—Whaley, W. B., lt.; McLaughlin, S. R., Av. Cadet; Dixon, L. A., A.C.O.M. (P.A.), (N.A.P.); Asher, A. E., A.C.M. (P.A.); Lentz, P. C., C.R.M. (P.A.); Roncker, G. M., A.M.M.1c.

11-P-8—Craig, Kenneth, lt.; *Davies, J. H., A.M.M.2c (N.A.P.); Weaver, R. M., A.M.M.1c (N.A.P.); Coburn, J. F. jr., A.M.M.1c; Matter, W. E., R.M.2c; Joyce, J. L., A.M.M.2c; Logan, G. R., A.M.M.1c.

11-P-9—Ashford, W. H. jr., lt.; Kuhn, T. H., A.C.M.M. (P.A.), (N.A.P.); Morton, G. T., A.C.M.M. (A.A.); Bailey, H. A., R.M.2c; McDowell, M. H., A.M.M.1c; Daly, H. F., A.C.M.M. (A.A.).

11-P-10—Perrill, H. K., lt.; Coward, C. G., A.C.M.M. (A.A.), (N.A.P.); Taylor, H. B., A.O.M.1c (N.A.P.); Cossett, O. P., A.C.M.M. (P.A.); Strack, F. jr., R.M.1c; Miller, P. B., A.M.M.2c.

11-P-11—Cooper, E. G., lt.; Kaenel, L. J., R.M.2c (N.A.P.); Harper, T. A., A.M.M.1c; Roley, J. E., R.M.2c; Griffin, R. V. B., A.M.M.2c; McManus, M. J., A.C.M.M. (P.A.).

11-P-12—Hale, H. H., lt. j.g.; Lasseter, P., A.C.M.M. (P.A.), (N.A.P.); Waldrop, J. P., A.M.M.1c; Gunsolley, J. W., R.M.2c; Hannah, A. H., A.M.M.2c; Burnish, W. B., C.B.M. (A.A.).

*N.A.P.'s for transportation to Pearl Harbor for duty.

S. D. SQUADRON NEARS HALF-WAY MARK

PACIFIC HOP TO END AT 10:30 TODAY

12 Big Planes Report Ideal Weather After Afternoon Take-Off; Six Vessels Guard 2270-Mile Route.

S.D. UNION BULLETIN 4-13-37

Last reported to The Union as 1163 nautical miles out at 2 a. m., the San Diego plane squadron was nearing Hawaii early today. The planes were 68 miles east of the U. S. S. Gannett at 2 a. m. With the fuel load diminishing, the planes were expected to pick up speed and to set a new San Diego-to-Honolulu record.

Twelve navy air cruisers which roared away from San Diego yesterday afternoon were nearly half way to Honolulu at midnight, with 933 miles and nine and one-half hours behind them on the scheduled 20-hour, 2270-nautical-mile flight.

"Fine flying weather" was reported by the squadron as the planes winged their way through the Pacific night in V formation like a flock of 12 giant geese.

Without incident the patrol planes had reported they were 315 miles west of San Diego last night at 6, 478 miles out at 8 and 738 miles out at 10.

Surface Craft Waiting

While squadron VP-11, newest addition to the fleet's patrol wing, roared steadily overhead through the night, six surface vessels at intervals of 340 miles along the course of flight awaited any emergency.

The navy's second mass flight of Consolidated patrol planes from San Diego to the Hawaiian islands was scheduled to arrive over the fleet air base at Pearl Harbor this morning at 10:30, P. S. T.

There was many a taut throat among the 80 officers and men of the air cruisers as they boarded the planes. The flight originally scheduled to start at 2 was postponed to 2:30 because flag officers feared the planes' 24 Pratt-Whitney engines would disrupt a memorial service being held in North island chapel for four navy airmen killed in the two-plane crash off Pt. Loma last week. A number of the planes' personnel attended the services.

At 2:15 the motors roared at high pitch. Last farewells were exchanged by the airmen with their wives, children, sweethearts, friends and shipmates. They clambered to their places in the planes.

While Rear Adm. Ernest J. King, commander of aircraft, base force, watched the maneuver, the first plane, 11-P-2, was wheeled into the water with Lt. Claude W. Haman at the controls.

Military precision marked the take-off of the planes under direction of the squadron commander, Lt. Comdr. L. A. Pope in 11-P-1. His plane was in the water at 2:32.

ramp.

After being launched from the seaplane ramp, the planes taxied southward down the bay with motors throttled and turned across the bow of the destroyer tender Whitney, then heading northward to the starting point 200 yards west of the mole pier.

At 2:30 Lt. Haman in plane 2 opened the throttles of the two powerful engines. Sprindrift cascaded over the wings and hull as the air cruiser swiftly sped down the course. Within less than a mile the plane lifted off the water.

Plane 2 was between the aircraft carrier Langley and the cruiser Concord when Lt. Frank Turner in plane 3 tuned up his motors With a roar the seaplane followed in the wake of plane 2 and in exactly 45 seconds the hull was free of the water.

In succession, the remaining 10 planes rose into the air. The last plane with Lt. Comdr. Pope at the controls left the water at 2:49.

Steadily gaining altitude, the air cruisers went into formation, a long V 40 miles off Pt. Loma at 10,000 feet elevation over a solid fog bank that was visible from the mainland.

To newspapermen, Rear Adm. King remarked the precision of the take-off. He smiled frequently as he commented on the flight.

The flight, he said, was a routine delivery of the patrol planes to replace obsolete craft at Pearl Harbor. Seven planes will be returned to North Island from Honolulu by aircraft tender and carrier for utility use, including towing targets.

Definite data on the planes' construction was not given under the navy order which orders silence on the craft until they have been in service for a year. The patrol planes are powered with two Pratt-Whitney engines each, using three-bladed propellers. The planes are 63 feet, 6½ inches long, 18 feet, 6 inches high, with a wing span of 104 feet.

Aerologist Joins

Lt. E. W. Stephens, aerologist on this flight and the massed flight last January, joined Plane 7 late yesterday.

The surface vessels acting as patrol guards are stationed 340 miles apart between Pt. Loma and Diamond Head in the following order:

Minesweeper Thrush, destroyer Gilmer, destroyer Chandler, aircraft tender Gannett, minelayer Ramsay and minesweeper Sandpiper.

The planes will be turned over to VP-squadron 8 on arrival at Pearl Harbor. They will join the 12 Consolidated planes flown to Hawaii from San Diego last January. Late this month the 24 planes will participate in Fleet Problem 18 in the Hawaii-Alaska-California triangle.

Since Sunday morning at 6, the Seagull has been stationed 1040 miles northeast of Honolulu as a weather observation station.

Lt. Comdr. Pope radioed Naval Air station at 6 last night that the planes were 315 miles west of San Diego. At 8 he reported the planes were 478 miles west and 140 miles east of the guard ship Gilmer. Flying conditions were perfect, he reported.

Speed of the planes was expected to increase as the load was lightened by use of fuel.

The majority of the officers and men making yesterday's flight will return to San Diego aboard the aircraft tender Wright June 4.

Crews of Planes

The following is a list of members of the flight crews of VP Squadron 11-P, making the flight to Honolulu:

11-P-1—Pope, L. A., lt. comdr.; Gage, J. A. jr., Av. Cadet; Balske, C. A., A.C.M.M. (P.A.), (N.A.P.); Potts, W. H., A.C.M.M. (P.A.); Mayer, A., C.R.M. (A.A.); Potter, G. E., R.M.1c; Robinson, E. C., A.M.M.1c.

11-P-2—Haman, Claude W., lt.; West, L. J., A.C.M.M. (P.A.), (N.A.P.); McPherron, H. A., A.M.M.1c (N.A.P.); Cloud, P. S., A.C.M.M. (A.A.); John, E. G., A.M.M.1c; Cheney, O. W., Y2c; Anderson, M. L., R.M.1c.

11-P-3—Turner, Frank, lt.; Cusick, J. O., A.M.M.1c (N.A.P.); Fitzmaurice, M. J., A.C.M.M. (P.A.); Rawls, J., R.M.2c; Griffin, G. G., A.M.M.2c; Sippel, R. G., A.C.M.M. (P.A.).

11-P-4—Dey, W. C. jr., lt.; Royer, T. W., Av. Cadet; Anderson, J. M., A.M.M.1c (N.A.P.); Sunderland, J., A.C.M.M. (P.A.); Hester, J. H., R.M.1c; Niedzwiecki, J. G., A.M.M.1c; Morrill, N. G., Matt.1c.

11-P-5—Ramsey, Paul H., lt.; *Evans, C. H., A.M.M.2c (N.A.P.); Spraggins, J. A., R.M.2c (N.A.P.); Buck, H. D., A.C.M.M. (A.A.); Leftwich, L. L., R.M.2c; Carr, R. L., A.M.M.1c; Meneough, H. M., Sea.1c.

11-P-6—McKechnie, A. W., lt.; *Eddy, W. D., A.M.M.2c (N.A.P.); Woodson, J. D., A.M.M.1c (N.A.P.); Cinq-Mars, G. J., A.C.M.M. (A.A.); Daniels, H. E., R.M.1c; Oliver, G. C., A.M.M.3c; Price, R. S., A.C.M.M. (P.A.).

11-P-7—Whaley, W. B., lt.; Stephens, E. W., lt.; McLaughlin, S.R., Av. Cadet; Dixon, L.A., A.C.O.M. (P.A.), (N.A.P.); Asher, A. E. A.C.M. (P.A.); Lentz, F. C., C.R.M. (P.A.); Ronicker, G. M., A.M.M.1c.

11-P-8—Craig, Kenneth, lt.; *Davies, J. H., A.M.M.2c (N.A.P.); Weaver, R. M., A.M.M.1c (N.A.P.); Coburn, J. F. jr., A.M.M.1c; Matter, W. E., R.M.2c; Joyce, J. L., A.M.M.2c; Logan, G. R., A.M.M.1c.

11-P-9—Ashford, W. H. jr., lt.; Kuhn, T. H., A.C.M.M. (P.A.), (N.A.P.); Morton, G. T., A.C.M.M. (A.A.); Bailey, H. A., R.M.2c; McDowell, M. H., A.M.M.1c; Daly, H. F., A.C.M.M. (A.A.).

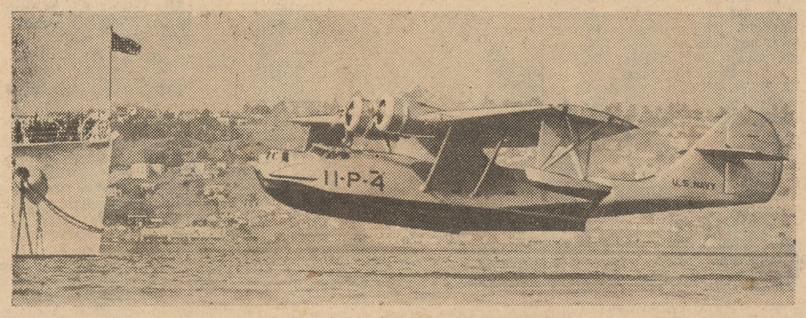
11-P-10—Perrill, H. K., lt.; Coward, C. G., A.C.M.M. (A.A.), (N.A.P.); Taylor, H. B., A.O.M.1c (N.A.P.); Cossett, O. P., A.C.M.M. (P.A.); Strack, F. jr., R.M.1c; Miller, P B., A.M.M.2c.

11-P-11—Cooper, E. G., lt.; Kaenel, L. J., R.M.2c (N.A.P.); Harper, T. A., A.M.M.1c; Roley, J. E., R.M.2c; Griffin, R. V. B., A.M.M.2c; McManus, M. J., A.C.M.M. (P.A.).

11-P-12—Hale, H. H., lt. j.g.; Lasseter, P., A.C.M.M. (P.A.), (N.A.P.); Waldrop, J. P., A.M.M.1c; Gunsolley, J. W., R.M.2c; Hannah, A. H., A.M.M.2c; Burnish, W. B., C.B.M. (A.A.).

SKY CRUISERS FROM HERE ON LONG JOURNEY

One of the great gray patrol planes yesterday as it was being wheeled from Naval Air station ramp into the water for the San Diego-Honolulu massed flight.



Spindrift flying high, this new navy air cruiser cuts over the water an instant before it went into the air to join the flight formation.

Navy Planes Inspected After S. D.-Hawaii Hop

S. D. TRIBUNE 4-13-37

Their record 2553-mile San Diego-Honolulu flight adding another colorful chapter to American naval aviation history, 12 Consolidated-built navy patrol planes were undergoing inspection by naval experts at Pearl Harbor this afternoon following their arrival at the mid-Pacific naval air base at 12:10 p.m.

After circling over Honolulu the squadron broke its tight V-formation for landing. The planes were removed from the water at once to hangars for inspection, the International News Service reports:

A "squall area" off the Hawaiian islands, which the planes were forced to detour, caused them to arrive behind schedule. The fliers, according to an International News Service dispatch, had planned to land at 11 a.m. (PST). The officers and men, led by Lt. Comdr. L. A. Pope, flight commander,, reported they had enjoyed favorable weather along the 2553-mile route until they neared the squall area.

Pope said most of the flight, which started at San Diego at 2:50 p.m. yesterday, was made at an altitude of 10,000 feet.

Rear Adm. Ernest J. King, commander of aircraft base force, under whose direction the patrol planes operate, declared himself "quite pleased" with the flight. A similar statement was forthcoming from officials of the Consolidated Aircraft Corp.

Base force aircraft authorities here give the official flight time as 21 hours, 21 minutes.

PAN AMERICAN PLANE SPEEDS TO ALAMEDA

By United Press S.D.SUN 4-13-37

MIAMI, April 13.—A Pan American Airways Commodore plane took off today for Alameda, to enter Pacific air service.

The plane, piloted by Capt. Wallace D. Culbertson, was scheduled to make three overnight stops enroute to the West Coast.

Navy Planes' Mass Flight to Hawaii Second Great Feat Of Kind Negotiated by San Diego-Built Craft

Aviation History Made With King In Command

S.D. Tribune 4-13-37

"Hawaiian flight? What's that?"

With this question Rear Adm. Ernest J. King, then chief of the bureau of aeronautics, navy department, parried interviewers at North Island on Oct. 25, 1933, when he was here on an official tour of inspection. Lt. Comdr. Kneffler McGinnis, earlier in the month had made aviation history when he commanded a flight of flying boats from Panama to San Diego with only one stop en route, covering the 2898 miles in 32 hours and 21 minutes actual flying time, and rumors were current that the squadron would be flown from California to Hawaii.

"I have nothing to do with it," declared King, adding that it was for Rear Adm. A. W. Johnson, then commander of aircraft base force, and Rear Adm. John Halligan, who then was commander of aircraft battle force, to decide. Johnson, himself, had just made aviation history, by flying with McGinnis from Acapulco to San Diego on the second lap of the flight. However, neither he nor Halligan at the time issued any statements on the rumored Hawaiian flight.

Then, in January, 1934, McGinnis commanded the navy's first group flight to Hawaii.

Scenes yesterday afternoon as the planes of VP squadron 11-F left San Diego for Honolulu on the navy's second Hawaiian flight this year. Planes 11-P-6, Lt. A. W. McKechnie, is shown entering the water from the Naval Air station, following planes 11-P-5, Lt. Paul H. Ramsey. The base force aircraft tender Langley is shown in the background in midstream. The planes roared past the stern of the Langley from a starting point off Pier 1 as the long flight to the mid-Pacific islands got under way.

Today, King, now on duty here as commander of aircraft base force, watched the completion of the third group flight of planes from California to Hawaii—and the second since he has been commander of aircraft base force. On Jan. 28-29 this year 12 planes, under the command of Lt. Comdr. William H. McDade, flew the 2553 miles from Pt. Loma to Diamond Head in 21 hours, 48 minutes, battling thick weather the last 300 miles. In the January flight the planes left San Diego at 8:32 a.m., Jan. 28, officially arriving over Honolulu at 3:50 a.m.

All three flights have been made by Consolidated-built aircraft. The 1934 flight was by planes which Consolidated Aircraft Corp. built when their plant was back in Buffalo. The 24 planes making the two flights this year were manufactured at San Diego.

HAWAII FLIERS SET RECORD

S. D.-Hawaii Air Record Set

BIG PLANES HIT STORMS NEAR GOAL

Flying Time 21 Hours, 25 Minutes; Formation Held During All of 2553-Mile Journey Despite Squalls.

S.D. UNION — 4-14-37

HONOLULU, April 13 (A.P.) —Naval aviators today completed the third "routine transfer" of big fighting planes from the mainland to Honolulu with the arrival of 12 air cruisers bearing 78 men on a non-stop flight from San Diego.

The big planes negotiated the 2553-mile all-water route without trouble, arriving in formation officially at 12:15 p. m. (P. S. T.) to make the flying time 21 hours, 25 minutes.

Six Times Contacted

In charge of Lt. Comdr. L. A. Pope, the squadron flew over six surface ships stationed along the route but throughout the operation reported "all well."

"We had excellent weather most of the way," said Pope, "but about one hour was added to our flying time by squalls a few hundred miles out of Honolulu."

The squalls forced the squadron off its course for a time but it remained in "V" formation all the way, with the planes about 300 yards apart.

Pope's squadron bettered the time made last Jan. by 12 planes led by Lt. Comdr. William Dade in the second "routine transfer." The Dade squadron covered the same distance in 21 hours, 40 minutes.

Six planes in charge of Comdr. Kneffler McGinnis made the first "routine transfer" from San Francisco bay to Honolulu in 1934. That squadron, flying only 2400 miles, required 24 hours, 45 minutes.

PLAN SCHOOL FOR TRAINING CRAFTSMEN

S.D. Tribune — 4-14-37

At the suggestion of San Diego industrialists who are badly in need of technically-trained craftsmen, the Associated Manufacturers of San Diego today authorized a survey into the feasibility of a local trade school.

President Karl Morrill of the trade-at-home group was directed to name a committee to make a survey of the situation, and report to the executive committee. He will announce the personnel of the committee within a few days.

The problem of finding expert workers in all lines was laid before the manufacturers at their April meeting last night at the University club.

Principal speakers, Ray Reynolds, president of the school board, and Percy Heron, supervisor of technical and vocational education in the city schools, pointed out the advantage of a trade school to be operated by properly trained instructors. Students would be admitted to the school because of their ability and fitness.

Reynolds urged establishment of a school, possibly with United States government backing, because of the importance of such an institution in case of war.

Admitting that there is a serious lack of trained craftsmen today, heads of San Diego aircraft plants promised to cooperate with the manufacturers' survey committee.

Experts Needed

C. A. Van Dusen, vice president of Consolidated Aircraft Corp., said "our plant needs expert mechanics. We are now being forced to train young, inexperienced men. We are maintaining our monthly schedule of 12 flying boats only because we have 35 mechanics and a number of tool makers we brought with us."

Ed Price, president of Solar Aircraft Co., said he too is forced at considerable expense to train his own welders and sheet metal workers. He urged founding of the trade school on a small scale, with "possibly no more than 12 graduates in the first class."

T. Claude Ryan indorsed the plan, insisting that some academic work be taught.

Others who offered to assist in establishing such a school include. Ernest Schiefer, office fixture manufacturer; Ed Magouirk, of the Brown Military school; Frank Brown of Woodrow Wilson Junior high and others.

QUOTATION ERROR, VAN DUSEN EXPLAINS

S.D. TRIBUNE 4-15-37

In a correction of a statement in which he was quoted in The Evening Tribune yesterday as saying that "we have 35 mechanics and a number of toolmakers we brought with us," C. A. Van Dusen, vice president, Consolidated Aircraft Corp., today declared that "when we came from Buffalo we had 35 first-class toolmakers out of the force of approximately 325 men we brought with us. Since then, as a result of making special tools and as a result of the experience of the people brought here from Buffalo, plus the employment of experienced people here, we have been able to train a large number of inexperienced personnel." Yesterday's statement appeared in a story discussing authorization by the Associated Manufacturers of San Diego of a survey into the feasibility of a local trade school.

'NO TROUBLE' ON FLIGHT TO HONOLULU

EVENING TRIBUNE 4-14-37

Their 2553-mile record flight a matter of aviation history, 78 officers and men who landed at Honolulu yesterday noon in 12 naval patrol planes, after an overnight flight from San Diego, rested today.

"There was no trouble, but about one hour was added to the time for the flight by squalls we met a few hundred miles out of Honolulu," Lt. Comdr. L. A. Pope, flight commander, told the Associated Press. "These forced the squadron off its course."

The planes flew at 10,000-foot altitude in squadron formation, 300 yards apart, all the way, he added. Their average speed was 110 miles an hour.

Lt. Comdr. William McDade and other officers who trained with the present fliers at San Diego and preceded them in a 12-plane flight from here to Honolulu in January, greeted the newcomers.

The Associated Press states that, through what officers said was a radio transmission error, the time of arrival was reported to the navy department as 12:15 p.m. (PST) and that time will stand as official, although the first plane landed seven minutes earlier. This time of arrival makes the flight time 21 hours, 25 minutes. Local base force air authorities reported yesterday when the flight ended that the time of the flight was 21 hours, 21 minutes.

The present flight was featured by speedy take-offs and landings. Observers here said only 18 minutes' time elapsed from the time of the first plane's take-off until the flight was under way. At Honolulu the last plane alighted 17 minutes after the first.

12 Reach Honolulu After Detour To Escape Squall Area

S.D. Tribune — 4-13-37

Beating its own record for the 2553-mile flight from San Diego to Honolulu, established in January, the navy today had 12 giant patrol planes over the mid-Pacific island city at 12:10 p.m. (P.S.T.)—21 hours, 21 minutes after the takeoff from here. A similar flight Jan. 28-29 was made in 21 hours, 48 minutes.

Delayed Half Hour

Under command of Lt. Comdr. L. A. Pope, the squadron, which left San Diego at 2:50 p.m. yesterday, flew over six surface boats stationed along the course, and reported all well throughout the day and night, according to The Associated Press.

The International News Service, in a dispatch from Honolulu, said stormy weather off Hawaii caused the planes to "detour a small squall area." Pearl Harbor naval authorities said the "detour" delayed the planes by nearly an hour and a half.

All reports received here indicate the flight was uneventful.

The fliers made their departure from here yesterday afternoon without incident. Pope's plane was the last to rise from the surface of San Diego bay, following in the wake of the 11 other planes which roared to a takeoff on a westerly course from off the foot of Broadway. Soaring out over the harbor entrance, the planes rendesvouzed 40 miles off Pt. Loma at 10,000 feet, forming into a long V before streaking westward as a group.

Following is the log of the mass flight:

2:50 p.m.—Flight officially under way.
6 p.m.—315 miles west of San Diego.
8 p.m.—478 miles west.
10 p.m.—738 miles west.
Midnight—933 miles west.
2 a.m.—1163 miles west.
4 a.m.—1406 miles west.
6 a.m.—1598 miles west.
8 a.m.—402 miles from Honolulu.
10 a.m.—260 miles from Honolulu.

Rear Adm. Ernest J. King, commander of aircraft base force, witnessed the takeoff yesterday afternoon. After the planes were wheeled into the water from North Island they taxied up to the piers, proceeding just north of Broadway pier for the start. Despite the heavy loads carried, they rose without difficulty after a run of less than a mile. Small navy patrol boats kept the takeoff area clear.

Six navy craft were spaced at intervals of 340 miles apart between here and Honolulu to act as station ships. They are the minesweeper Thrush, destroyer Gilmer, destroyer Chandler, tender Gannett, minelayer Ramsey and minesweeper Sandpiper

At Honolulu the planes, all Consolidated Aircraft Corp.-built craft, will be turned over to VP squadron 8-F. The fliers will be returned to San Diego on the base force aircraft tender Wright at the completion of United States fleet maneuvers which start Friday and last six weks.

CONSAIR OPENS BARGAINING

S.D. SUN — 4-15-37

Collective bargaining between the management of Consolidated Aircraft Corp. and its factory employes was under way today.

Representing the workers was Aircraft Lodge 1125, A. F. of L. affiliate. which scored an overwhelming victory over its rival labor organization, the Consolidators, at a plant election last Saturday.

A working agreement was presented to C. A. Van Dusen, vice president and works manager of the company, by representatives of the union yesterday. It asked for an increase in wages, a 40-hour week, closed shop and seniority rights.

Mr. Van Dusen said he was not prepared to make any statement regarding the negotiations, though he admitted that collective bargaining was in progress.

CONSAIR PLANE OFF TO ALAMEDA

S.D. Sun — 4-17-37

Enroute to Alameda for service with the Pacific division of Pan-American Airways, a Consolidated Commodore airboat took off from San Diego harbor at 10:50 a. m. today.

The plane, piloted by Capt. Wallace Culbertson and a crew of three, landed here at 6:30 p. m. yesterday from Mazatlan, Mexico, on its trip from Miami, where it had formerly been based while in use on the South American run.

Consair Planes Set Record to Honolulu

S.D. Club Life — 4-21-37

In new — though unsought — record time, the Navy's newest batch of Consolidated Aircraft flying boats, 12 in number, flew the 2553 miles from San Diego to Hawaii in 21 hours, 25 minutes, last week. Lt. Comdr. L. A. Pope, squadron commander, was skipper of the mass flight which was described as a "routine transfer of personnel and equipment."

The huge flying boats are the latest and longest ranged aircraft of the Navy. They were built in San Diego.

PAN-AMERICAN VETERAN PLANE FLYING TO S. D.

Consolidated Commodore En Route From Miami To Alameda

S.D. SUN — 4-16-37

One of the first planes to be placed into service by Pan-American Airways—a 32-passenger Consolidated Commodore—was to arrive in San Diego harbor at 4 p. m. today.

Built in 1929 at Consolidated Aircraft Corp.'s Buffalo plant, the Commodore is one of a fleet of 14 which has been in use for the past eight years on the South American run. It has a record of about 8000 hours and one million miles in the air.

En Route From Florida

The plane is en route to Alameda from its previous base at Miami. It will enter auxiliary service in the Pacific division of Pan-American Airways.

Piloted by Capt. Wallace Culbertson and a crew of three, the big seaplane was to leave Mazatlan, Mexico, at daybreak today for the 880 nautical-mile hop to San Diego. Stops have been made at Carmen, on the east coast of Mexico, and Acapulco on the present flight of the two-motored Commodore.

High Safety Record

The Commodores, hailed in 1929 as the finest flying equipment in commercial use, have an almost unparalleled record of safety, according to Consolidated officials. Not one passenger has been injured in one of these planes, it is said.

The airboat will be handled by a Consolidated Corp. crew on arrival here. It will leave tomorrow morning for Alameda, according to present plans.

AWAIT VET AIRLINER BUILT BY S. D. FIRM

S.D. Tribune — 4-16-37

A Consolidated Aircraft Corp. built "sky trail-blazer" of an earlier day, a twin-motored Commodore plane which Consolidated built in 1929 at its Buffalo, N. Y., plant, was due to arrive at San Diego late this afternoon from Miami, Fla. The Commodore, expected here between 5 and 6 p.m., left Miami Tuesday and came to the west coast via Acapulco, Mex., where it stayed last night. It will be serviced here tonight and is to proceed on to Alameda early tomorrow. The plane, which has been operated by Pan-American Airways for the last eight years in the Miami-South American service, is to be used in Pan-American's Pacific service, it is reported. Capt. Wallace D. Culbertson is in command of the flight.

DEMANDS PRESENTED BY AIRCRAFT WORKERS

SD TRIBUNE 4-15-37

A working agreement, including higher wages, the 40-hour week, closed shop and seniority rights was submitted to the Consolidated Aircraft Corp yesterday by Aircraft Lodge 1125, International Association of Machinists, officials of the organization reported today. Aircraft Lodge 1125 was designated as the sole bargaining agent for the plant's employes by the government. Conclusion of last Saturday's labor vote at Consolidated, which resulted in an overwhelming victory for Aircraft Lodge 1125 over the Consolidators' association, laid the foundation for presenting the agreement and the beginning of negotiations between the company and the union. The executive board of the lodge declared it is confident conferences will be arranged immediately to discuss grievances and arrive at a favorable agreement.

Consolidated Receives Union's Wage Demands

S.D. UNION — 4-15-37

Representing about 3800 workers, Aircraft Local 1125, American Federation of Labor, yesterday presented wages and working demands to the Consolidated Aircraft Corp. The union was selected by a majority of the workers as the collective bargaining agent in an election last Saturday. The union's demands were not announced.

Plane of 1929 'Vintage' Arrives On Trip with 3 From Miami

Built in Buffalo By Consolidated; Flies North

S. D. Tribune 4-17-37

A product of the Consolidated Aircraft Corp. of 1929, when the firm's plant was at Buffalo, N. Y., a Commodore commercial airboat alighted on San Diego bay late yesterday and taxied to a new mooring for seaplanes, which the harbor department has installed at the municipal seaplane basin off Lindberg field. The craft, first visiting plane to use the new seaplane basin, was flown here from Miami, Fla., via Acapulco, Mex., by Capt. Wallace D. Culbertson, Pan American pilot, and a crew of three. It left for Alameda, where Pan American Airways will use it as an auxiliary ship in their Pacific division.

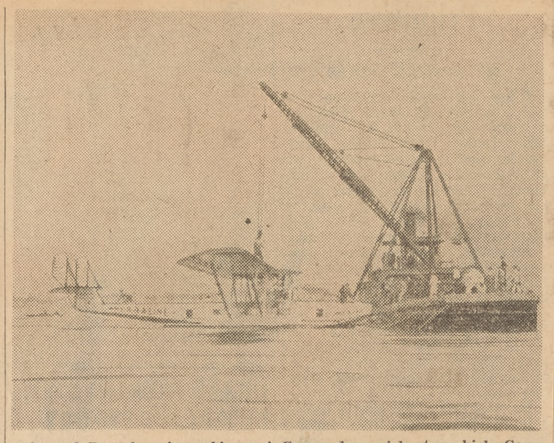
To William B. Wheatley, chief test pilot for Consolidated, the arrival of the airboat was of special significance. He was the first pilot ever to fly this craft, and with several other Consolidated people who came here from Buffalo when the plant was established in San Diego in 1935, was on hand to meet the Commodore. Wheatley recalled the difficulties in launching the Commodore at the Buffalo plant, when a crane mounted on a power barge was used to lift the plane from shore into the water.

One of Fleet of 12

With the Commodore here, there was gathered at Lindbergh field three of the older types of planes which Consolidated has manufactured. The Thomas Morse O-19-B plane—army observation craft—which the 514th observation squadron, air corps reserve, has at its Lindbergh field base, was built by Consolidated at Buffalo in 1929, while the local air corps reserve squadron's three PT-3 planes, a type of one of the most famous training planes in the country, were built by Consolidated in 1927.

The Commodore is one of a fleet of 12. The Consolidated Commodores, developed from the Model XPY-1 patrol flying boat built for the United States navy, were constructed for the New York, Rio & Buenos Aires Line, Inc., and when Pan American bought N.Y.R.B.A. they acquired 14 Commodores. Two were destroyed in a hangar fire, but the fact that the 12 are still in service is a tribute to Consolidated's design and construction and to Pan American's service and maintenance, airmen say. The flying time of each of these planes is in excess of 7000 hours.

Flying north with Culbertson today is Howard Cone, junior pilot of the Pan American Airways system from Alameda to Manila. He came here yesterday to meet the Commodore plane. Flying to San Diego from Miami with Culbertson were First Officer Brock, Engineer Officer Lee and Radio Officer Dickson.



One of Pan American Airways' Commodore airboats, which Consolidated Aircraft Corp. built eight years ago at Buffalo, N. Y., is shown here being launched by a crane on a power barge in Niagara river—sharp contrast to the launching facilities afforded Consolidated at its new San Diego plant. A Commodore airboat landed here late yesterday after a flight from Miami, Fla., over the Gulf of Mexico and across the Mexican mainland.

2 Chosen To Serve as Directors Of Consolidated Corporation

S.D. Tribune 4-20-37

Number Increased To 15 Serving On Board

A World war field artillery captain is one of two new directors of the Consolidated Aircraft Corp. He is Robert Lehman, of the firm of Lehman Bros., New York, who with John D. Hertz, partner in Lehman Bros. since Jan. 1, 1934, was elected to the board of directors recently, increasing the number of directors of the corporation to 15.

Lehman, 44, is the son of Philip Lehman, who is senior partner of Lehman Bros. He is a graduate of Yale, 1913 class. He was captain, Battery B, 318th field artillery, in the A.E.F. during the war. He is a director of many corporations, and recently was elected president of the Lehman Corp.

Hertz started his career as reporter on the Chicago Record. He left newspaper work to become automobile salesman and developed the Yellow Cab systems, from which developed The Yellow Cab Manufacturing Co., which was absorbed by General Motors Corp. Like Lehman he also is a director of many corporations.

JOHN D. HERTZ ROBERT LEHMAN

28 S. D. PLANES IN U. S. ARMY MANEUVERS

S.D. Tribune 4-21-37

Twenty-eight Consolidated Aircraft Corp.-built planes will take part in next month's army air corps "mobility" tests and maneuvers in California, The Associated Press reports. Of the 28, 18 will be flown to Hamilton field, San Rafael, from Langley field, Va., while 10 will be flown to Hamilton field from Selfridge field, Mich.

Maj. Gen. Frank McAndrews, commander of the general headquarters air force, announces that Brig. Gen. Gerald C. Brant, second wing commander, would leave Langley field April 30 with a staff of eight officers to establish headquarters at Hamilton field. Units from Langley field, Mitchell Field, N. Y., and Selfridge Field, will join the maneuvers.

Brant, who will make stops at Kansas City and Cheyenne, en route to the west coast, will be accompanied by two A-17 attack planes. Langley field units to leave May 1 include 11 Martin bombers, second bombardment group, and 18 Consolidated two - seat pursuit planes, 37th attack squadron. Six Martin bombers of the 9th bombardment group will go from Mitchell Field.

In addition to 56 P-26 Boeing pursuit planes, of the first pursuit group, and 10 PB-2 Consolidated two-seater pursuit planes, 14 cargo and transport planes will leave Selfridge field, May 1, to move personnel and supplies to Hamilton field headquarters.

Members of Brant's staff will include Maj. Malcolm N. Stewart, communications officer; Maj. E. A. Lynn, ordnance officer; 1st Lt. John Davies, aid, 1st Lt. D. D. Hale, assistant operations officer; Lt. Col. Carl Spatz, executive officer; Lt. Col. I. B. March medical corps surgeon, and Maj. Edgar E. Glenn, air corps, intelligence and material officer.

Navy Profits From Past Mistakes In Hawaii Hop

Aviators Avoid Errors Made On First Flight From San Diego

S.D. SUN 4-18-37

The Navy is one of those institutions where the same mistake is rarely, if ever, made twice.

Never was this axiom more perfectly illustrated than in the case of the takeoff from San Diego Harbor last Monday of 12 Consolidated patrol bombers on a non-stop mass flight to Hawaii.

Last January 28, a similar flight was made, but the circumstances attending the first takeoff were altogether different from those of the second.

Ragged Execution

The planes entered the water in slow order, taxied down the bay to the ferry channel, turned about and roared toward Point Loma while sister ships were still moving in the opposite direction to start of the takeoff lane.

The takeoffs themselves were far from successful. There was little wind to help lift the airboats from the water, and several planes bounded along dangerously, unable to lift themselves with their 10-ton fuel loads.

Required Two Hours

Altogether, what with slow launchings, faulty takeoffs and other minor annoyances (the motor of one plane went dead for a few minutes, then suddenly "kicked over" into full power again), it required about two hours from the time the first plane entered the water until all 12 airboats rendezvoused over Point Loma preparatory to heading for Hawaii.

The whole project was approached differently last week. In the first place, a different takeoff time was decided upon. At 2:30 p. m., there normally is a spanking breeze in the harbor. This was necessary for successful takeoffs. Previously, an early morning calm had almost caused disaster to the bombers.

Take Off In Quick Order

Then, the planes were all lined up, one directly behind the other, on the approach to the seaplane ramp, and it was almost a matter only of seconds after one plane was launched that another was being wheeled into the water.

In a steady parade they taxied to an area near the municipal piers, where all congregated before the first one sped down the harbor runway. The heavy fuel loads proved no hindrance to easy takeoffs.

Join Formation En Route

Since cruising over Point Loma at 10,000 foot altitude waiting for the remaining planes to join the squadron formation had proved both a waste of time and fuel, the bombers this trip set out for sea and went into formation en route.

The net result was one of the neatest jobs of dispatching big aircraft in military history. Whereas the first San Diego-Hawaii mass flight required about two hours from the time the first plane was launched to the time all 12 airboats actually pointed for Hawaii, last week's operation took exactly 35 minutes.

It was a tribute to the planning of Rear Adm. Ernest J. King, Aircraft Base Force commander, his staff, and Lieut. Comdr. Loverne A. Pope, commander of Patrol Squadron 11, which delivered the planes to Pearl Harbor.

They well demonstrated the truism that the Navy knows well how to profit from former shortcomings.

REAR ADM. ERNEST J. KING
His Planning Helped Flight.

NAVY TO SHIFT HIGH OFFICERS

Coming as a surprise even to the officers concerned, a shakeup in commands of the Aircraft Battle Force has been revealed in Washington.

When the fleet returns from its spring war games, the changes which will be made will affect the following officers:

Capt. John H. Towers, chief of staff to Vice Adm. Frederick J. Horne, Aircraft Battle Force commander, will take command of the aircraft carrier Saratoga, Adm. Horne's flagship.

Capt. P. N. L. Bellinger will be transferred from command of the Ranger to Capt. Towers' present post.

Capt. Aubrey Fitch will be relieved by Capt. Leigh Noyes of command of the carrier Lexington, and Capt. J. S. McKain, commanding officer of the Naval Air Base, Coco Solo, will assume the helm of the Ranger.

As relief of Rear Adm. Charles A. Blakely as commander of the Naval Air Training Station, Pensacola, Capt. William F. Halsey Jr., will be transferred from the Saratoga. Adm. Blakely is slated to become the first commander of Carrier Division Two, comprising the new vessels Yorktown and Enterprise.

SAN DIEGO-BUILT PLANES TO FLY IN ARMY TESTS

S.D. Tribune 4-22-37

Participating in next month's army air corps mobility tests and maneuvers, which will bring a formidable display of America's air power to California, will be 28 planes built by Consolidated Aircraft Corp., including 10 of the firm's PB-2 two-seater pursuit planes, The Associated Press reported yesterday.

In addition to the 10 Consolidated PB-2's, 56 P-26 Boeing pursuit planes, six Martin bombers, 14 cargo and transport planes and other aircraft will engage in the tests, which will be held at Hamilton field, San Rafael.

Brig. Gen. Gerald C. Brant, second wing commander, will leave Langley field, Va., April 30 with a staff of eight officers to establish headquarters, Maj. Gen. Frank McAndrews, commander of the G. H. Q. air force, announced.

Members of Brant's staff will include Maj. Malcolm N. Stewart, communications officer; Maj. E. A. Lynn, ordnance officer; 1st Lt. John Davies, aid; 1st Lt. D. D. Hale, assistant operations officer; Lt. Col. Carl Spatz, executive officer; Lt. Col. I. B. March, medical corps surgeon; and Maj. Edgar E. Gleen, air corps, intelligence and material officer.

L.A. TIMES 4-28-37

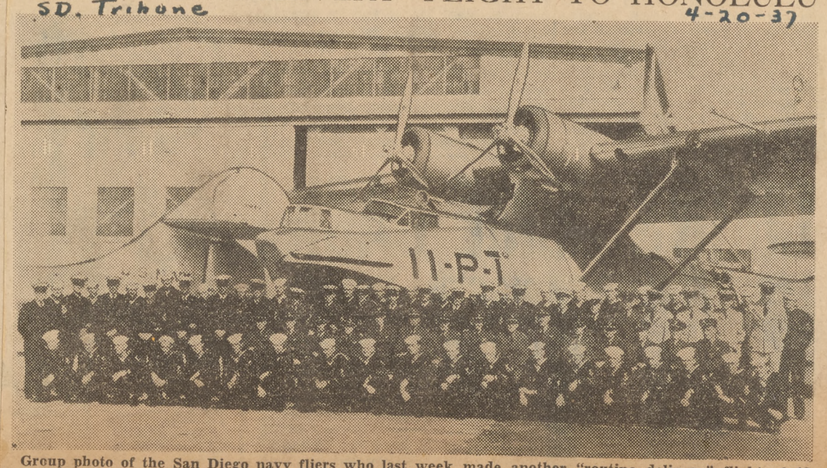
Aircraft Workers Given Pay Increase

SAN DIEGO, April 27.—More than 3000 workers at the Consolidated Aircraft Company factory here have been granted pay increases in an agreement signed with the management today, Maj. Reuben H. Fleet, president, announced.

The agreement also establishes a forty-hour working week, Maj. Fleet said.

SECOND IN 'DELIVERY' FLIGHT TO HONOLULU

SD. Tribune 4-20-37



Group photo of the San Diego navy fliers who last week made another "routine delivery" flight of 12 Consolidated Aircraft Corp.-built PBY-1 naval patrol planes from San Diego to Honolulu. The flight, led by Comdr. L. A. Pope, ended a week ago today, The Associated Press listing the flying time as 21 hours 25 minutes for the 2553-mile hop. It was the second flight of 12 Consolidated-built planes from San Diego to Honolulu this year, the first having been made in January in 21 hours 48 minutes.

S.D. UNION

FOUR SQUADRONS IN MASS FLIGHT TO GOLDEN GATE

MAY 24/1937

Four squadrons of the navy's big patrol planes will stage a mass flight to San Francisco May 27, it was reported yesterday.

Completed recently at the Consolidated plant, the planes were up yesterday in practice flights over the bay. There will be 200 officers and men involved in the flight, it is reported.

Squadrons which will make the flight, and their commanding officers, are listed as the following: VP3F, Lt. Robert W. Morse;; VP7F, Lt. Comdr. Robert I. Fuller; VP9F, Lt. Comdr. James B. Sykes; VP12F, Lt. Comdr. James E. Dyer.

CONSOLIDATED BOOSTS PAY

SCENE AS AIRCRAFT LABOR PACT SIGNED

S.D. TRIBUNE 4-27-37

Scene at the Consolidated Aircraft Corp. plant this morning when a labor agreement affecting 3295 employes was signed. Left to right: James McDermott, president, Aircraft Lodge 1125, International Association of Machinists; C. F. Grow, general vice president, International Association of Machinists, and Maj. R. H. Fleet, president and manager, Consolidated Aircraft Corp.—(Photo by George Booher, Evening Tribune staff photographer.)

New race plane built

Consolidated employes construct craft

Western Flying Apr. '37

A new contender for national racing honors was completed last month by a group of Consolidated Aircraft Corporation employees led by C. C. Flagg of the final assembly inspection department. Powered by a 90 h.p. English Pobjoy engine, the little plane is said to have a top speed of 200 m.p.h. and a anding speed with flaps of 58 m.p.h. The baby racer has an overall length of 12 ft. 6 in., height of 3 ft. 10 in., and a span of 14 ft. 6 in.

The wings are full cantilever with plywood skin; fuselage is welded chrome-moly steel, spruce formers and screen wire and fabric covered; control surfaces are steel tubing, fabric covered.

Consolidated Aircraft

Net profit for 1935 drops below 1936 figure

Western Flying April '37

Consolidated Aircraft Corporation showed a net earning of $192,411.06 for the year ended December 31, 1936 after deduction of all income charges including depreciation, amortization of development charges and provision for taxes on income and undistributed profits. This compares to a net profit of $322,731 made in 1935.

40-Hour Week O.K.'d In Year's Contract Signed With Union

In the first aircraft company labor-management agreement in the United States since the supreme court ruled upon the constitutionality of the Wagner labor relations act, Consolidated Aircraft Corp. of San Diego signed an agreement today with hourly-paid employes with respect to rates of pay, wages, hours of employment and other conditions of employment.

Ends 4-Day Session

The 10-point agreement, the terms of which provide it shall be given "one year of fair trial immediately following this date," was signed at 10 a.m. by Maj. R. H. Fleet, president and manager of Consolidated Aircraft Corp.; C. F. Grow of San Francisco, general vice president, International Association of Machinists, and James McDermott, president, Aircraft Lodge No. 1125, International Association of Machinists, San Diego.

The signing of the agreement followed four days of negotiating sessions, culminating in a meeting of members of Aircraft Lodge No. 1125 last night, when favorable vote on the terms resulted. Fleet, Grow and McDermott were unanimous in their praise for the "orderly and friendly manner" in which the negotiations were carried on.

The agreement provides among other things a minimum rate of pay for inexperienced personnel of 40 cents an hour for minors and 50 cents an hour for adults for the first four months of employment, which company officials said corresponds to present rates. However, effective May 2 the company will make a blanket increase of 10 percent to every employe affected by the agreement, and on that date overtime will be paid for at the rate of one and one-half times hourly rate, an increase from the rate of one and one-third which has been in effect.

3295 Affected

Number of employes affected by the agreement is announced as 3295. Consolidated officials said the total number employed at the plant is 3840, and Fleet said that action now is being considered relative to insuring fairness to the employes not covered by the agreement.

Today's action in signing the labor agreement comes within seven weeks of a labor board hearing which was held here March 11 and 12 before Examiner George Pratt. On April 2 the board issued an order for an election to be held at Consolidated to determine which organization at the plant should be exclusive agent for collective bargaining. The two labor agencies involved were Consolidators' association and Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor. The election was held April 10, with Aircraft Lodge No. 1125 overwhelmingly victorious. Four days later a working agreement, which included higher wages, the 40-hour week, closed shop and seniority rights was submitted to the Consolidated Aircraft Corp. by Aircraft Lodge No. 1125.

Organized in 1923

The Consolidated Aircraft Corp., organized under the laws of the state of Delaware on May 29, 1923, first operated in a small factory at East Greenwich, R.I. Early in its corporate existence it moved to Buffalo, N. Y., where it leased a large building suitable for aircraft manufacture. Here Consolidated grew rapidly and became one of the foremost manufacturers of aircraft in the United States.

In August, 1935, Consolidated moved from Buffalo to its newly-built factory on Lindbergh field, San Diego. This change was motivated in order to concentrate on the manufacture of large flying boats, which require suitable weather and facilities for all-year launchings and operations. The Consolidated factory has approximately 450,000 square feet of floor space. It is considered one of the most modern aircraft factories in the world.

Negotiations which led up to the signing of the agreement today started last Thursday. Members of the agreement committee who represented the employes are McDermott, Grow, George Dayton, financial secretary and business agent of Aircraft lodge No. 1125; Mike Goldbarnes, M. J. Castle, James Burney and Wilbur Cox. Consolidated officials who were on the agreement committee are Fleet, C. A. Van Dusen, vice president and works manager; I. M. Laddon, vice president and chief engineer; C. T. Leigh, vice president and material supervisor; Donald Fry, personnel director; Dave Fleet, assistant to manager ; Lt. Comdr. Emile Chourre, inspector of naval aircraft at the Consolidated plant, and Lt. F. E. Deam, assistant inspector of naval aircraft.

Fleet Statement

After the agreement was signed, Fleet isued the following statement:

"It is our pleasure to announce today to our employes and to San Diego that we have reached an amicable agreement with Aircraft Lodge 1125, International Association of Machinists, affiliated with the American Federation of Labor and selected as the exclusive collective bargaining agency for the hourly paid employes of this company at an election ordered by and held under the direction of the national labor relations board on April 10. The agreement was signed at 10 o'clock this morning and is the result of three days of conference between the committee representing the lodge, and myself and associates.

'This is the first agreement with an aircraft company in the United States since the supreme court ruled upon the constitutionality of the Wagner labor relations act and we hope and believe it will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor.

"We feel that the election on April 10 last was conducted fairly; that the large majority of our employes selected Aircraft Lodge 1125 as its representative; and we believe that we are entering upon the new day in a spirit in keeping with the times. Experience has shown that labor is more successful for itself when it organizes. This principle is now the law of the land and the management which does not cheerfully recognize it as such and cooperate whole-heartedly is backward indeed and due for much trouble.

'Consider Other Employes'

"We are now considering what action should be taken in regard to our employes not covered by this agreement, in order to insure fairness to them.

"We believe that the country is better off if industry pays a high wage and operates on a basis under which employes do not suffer from overwork and have time for pleasure and enjoyment.

"Personally, I believe that our president has in mind proposing a minimum wage and maximum working day bill to the congress and that this is in the back of his great mind in the controversy which is going on in Washington regarding enlargement of the supreme court.

"I feel that the enactment of a federal minimum wage and maximum hour law would be a great boon to our people, and to industry in that it would place all on a fair competitive basis.

Great Future Seen

"A great future lies before aviation. I believe that aircraft will be always the fastest, safest and cheapest means of conveyance that mankind will have on this earth, and that aviation will in the not distant future promote and guarantee world peace. With the present temperament of mankind, world peace will come only when forced, and force must back any agreement that is to stand the test of time.

"It may not have to be employed; its existence may be sufficient. As a force, air power does not occupy foriegn soil to compel observance of agreements; it knows no boundary within its range; whole continents are within its sphere of action and can be crossed within a few hours. The airplane is already man's greatest means of making friendly neighbors of all nations.

"We in this company are equipping the finest navy in the world with an aerial arm capable of patrolling our coasts and territories. The mere possession of these airboats by our navy will mean much toward maintaining peace for our country."

Agreement Given

The following is the agreement signed today:

AGREEMENT made this 26th day of April, 1937, between CONSOLIDATED AIRCRAFT CORP., herein called the "company" and AIRCRAFT LODGE 1125, INTERNATIONAL ASSOCIATION OF MACHINISTS, herein called the "union."

WITNESSETH:

WHEREAS on April 10, 1937, there was held at the plant of the company under the direction of the national labor relations board, an election for the unit comprising the hourly paid employes of the company to determine the question of representation for the purpose of collective bargaining with their employer, and,

WHEREAS in such election the union received 1823 votes of 2354 ballots cast and of 3295 employes comprising the unit and entitled to vote, and

WHEREAS by such ballot the union fairly received a majority not only of the ballots cast but also of all employes qualified to vote and embraced within such unit, and

WHEREAS it is the desire of the union to enter into an agreement with the company with respect to rates of pay, wages, hours of employment and other conditions of employment.

NOW, THEREFORE, in consideration of the premises, the parties hereto hereby agree as follows:

Bargaining Unit

1. Recognition: The company hereby recognizes the union as the exclusive collective bargaining representative of all of the employes in the unit as defined by the national labor relations board prior to such election, to wit: All hourly paid employes, exclusive of timekeepers and excepted clerks.

2. Rates of pay: The minimum rate of pay for inexperienced personnel shall be 40 cents an hour for minors and 50 cents for adults for the first four months of employment.

Effective May 2, overtime shall be paid for at the rate of one and one-half times hourly rate.

3. Wages: Effective May 2, the company will make a blanket increase of 10 percent to every employe affected by this agreement. Without promising further general raises—a policy that would act as a deterrent upon interim increases that may be earned by efficiency—the company agrees to consider in June next on its merits, a further 10 percent raise and to review individual wage rates every four months and in addition to make such individual increases upon merit as and when it determines such are justified.

40-Hour Week

4. Hours of employment: The working week shall consist of 40 hours work and shall run from Monday through Friday, or for janitors, watchmen and maintenance men through five consecutive days. With the exception of janitors, watchmen and maintenance men, eight hours of labor shall be worked within 8½ consecutive hours. Work after eight working hours in any shift shall be considered overtime. After three hours overtime on any one day and five hours on Saturday, double time shall be paid. With the exception of janitors, watchmen and maintenance men, work on Sundays shall be paid for at double time. Work on the following legal holidays (if week days), New Year's day, Washington's birthday, Decoration day, Independence day, Labor day, Thanksgiving day and Christmas day, also shall be paid for at double time. Until June 30 next the company will continue the present weekly schedules for day and night shifts.

5. Representation: The union shall nominate company employes in and for the following department groupings who shall constitute an employes' welfare committee: One sheet metal, machine shop, tank, heat-treating; one draw bench, welding, tubing, metal bench; two wings and tails; one hulls; one paint; one final assembly; one tool and wood shops; one experimental; one miscellaneous; one night shift,

"No Unfairness"

It is the intent of the company that unfairness to employes shall not exist and that complaints will be settled with the foremen. No complaint shall be considered by the committee until it has been taken up with the foremen concerned. In event satisfaction is not obtained, the employe may present his complaint in writing to the company's personal supervisor, who shall take it up with the works manager and if not settled satisfactorily in this manner, it shall be submitted to the committee. The company agrees to meet with the committee each third Thursday evening of each month to discuss the welfare of the company and its employes and to hear and settle any complaints. All grievances made to the committee shall be submitted in writing, signed by the complainant and by the department representative.

6. Discharge: Whenever an employe is discharged, the company following present practice, agrees to furnish him with the reason for his discharge. Whenever requested to do so in writing by any discharged hourly employe, the company agrees to furnish the union with the reason for discharge, within three days after receipt of such request.

Regulations Necessary

7. Regulations: The union and the company agree that the regulations set forth in the company's rule book, attached and made a part of this agreement, are necessary for the efficient operation of the company's plant and that infraction of any rule constitutes cause for discharge or other disciplinary action.

8. Intimidation and discrimination: The company agrees not to intimidate nor in any way discriminate against any employe because of his union activities; the union agrees not to intimidate nor in any way discriminate against any employe of the company not belonging to the union.

9. Bulletin boards: The company will furnish two bulletin boards on its property at places selected by its manager, for the exclusive use of the union, and the union agrees to post thereon only signed notices and nothing maligning the company or its employes and to do no distributing of literature, hand bills or printed matter, and no soliciting or collecting, on the company's property.

10. Terms: This agreement shall be given one year of fair trial immediately following this date and shall continue thereafter in force and effect unless and until it has been amended by agreement upon 30 days written prior notice by either party thereto or unless by legal procedure such as the election on April 10, 1937, a majority of the employes in the unit should elect other representation.

Consolidated Aircraft Corporation,
R .H. FLEET, Pres. and Mgr.
Aircraft Lodge No. 1125, International Association of Machinists,
C. F. CROW, General Vice President, I. A. of M.
JAMES M'DERMOTT, President, Aircraft Lodge 1125.

CONSOLIDATED SEES 10,000 PAYROLL

CONSAIR SIGNS UNION CONTRACT; WAGES BOOSTED TEN PER CENT

UNIONISTS LAUD MAJ. FLEET FOR LABOR POLICIES

Consair Chief Forecasts Plant Expansion, With 10,000 Workers

S.D. SUN — 4-28-37

An example of enlightened management was provided by the willingness and promptness with which Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp., reached a working agreement with Aircraft Lodge 1125, officials of the union declared today.

Pledging cooperation with the management to create greater efficiency in the plant, C. F. Grow, general vice president of the International Association of Machinists, with which A. F. of L. organization Aircraft Lodge 1125 is affiliated, lauded the contract signed yesterday as a step toward dispelling the atmosphere of uncertainty and fear in the factory.

Workers To Cooperate

Shortly after he affixed his signature to the contract providing for a 10 per cent wage increase and higher overtime rates, Grow turned to Maj. Fleet and said:

"I can assure you that the workers will cooperate with the management to make a 'winning team' for Consolidated."

Maj. Fleet admitted that increased labor costs would necessitate asking higher prices for planes in future bids, but he added, "As long as we are furnishing planes for the Government, the least we can do is abide by the rules of the game as set down by that Government." He was referring to the Wagner Labor Act.

Standards Set Up

"Any company that cannot compete successfully with other concerns by operating according to the Government's regulations does not belong in business," he added.

"Experience has shown that labor is more successful for itself when it organizes. This principle is now the law of the land and the management which does not cheerfully recognize it as such and co-operate whole-heartedly is backward indeed and due for much trouble."

With labor problems solved, Maj. Fleet went on to predict that plant expansion would proceed so rapidly that within the next few years, 10,000 workers would be on the Consolidated payroll, almost three times the present number.

MINIMUM PAY SET; OVERTIME SCALE UPPED

3295 Aircraft Workers Win Added Income Under Agreement

Consair Signs Union Pact; Wages Boosted 10 Per Cent

Continued from Page 1

9:30 p. m. yesterday in Maj. Fleet's office after three days of bargaining.

"This is the first agreement with an aircraft company in the United States since the Supreme Court ruled upon the constitutionality of the Wagner Labor Relations Act and we hope and believe it will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor," Maj. Fleet said with a smile this morning after he had put his siganture to the document.

On behalf of the employes, C. F. Grow, general vice president of the International Association of Machinists, and James C. McDermott, president of Aircraft Lodge 1125, signed the contract, which will "be given one year of fair trial immediately following this date."

'White Collars' Unaffected

The wage increases will affect all factory workers employed on an hourly rate. The collective bargaining did not affect the so-called "white-collar" group. Thousands of dollars annually were expected to be added to the payroll.

Consolidated's labor difficulties smouldered throughout the winter and finally came to a head when Aircraft Lodge 1125, a chapter of the International Association of Machinists, asked the National Labor Relations Board in January to certify an election in the factory to determine a collective bargaining agency.

A rival labor organization, known as the Consolidators, sprang up, and both groups began a vigorous campaign to recruit members.

Election Held

As a result of hearings by the National Labor Relations Board several weeks ago, Consolidated executives were ordered to allow an election to be held in the plant, and Aircraft Lodge 1125 emerged overwhelmingly victorious. Collective bargaining immediately was started and to the union's demands the company submitted counter-proposals.

Threats of strikes were heard occasionally. With the signing of the contract today, however, industrial peace appeared certain to continue.

Child Bride To Be Freed; Mother Ends Hunger Strike

By United Press

PERRY, Okla., April 27.—Mrs. Mary West ended her hunger strike today and promised to file suit to have her 12-year-old daughter's marriage to a 38-year-old neighbor annulled.

County Atty. Judson Pierce said he was willing to drop perjury charges against the mother, and to release her from jail.

She had refused to eat since she was arrested Saturday, along with John Lawrence Burns, one of two neighbors who married Mrs. West's two daughters in a double ceremony before a blind justice [illegible] overtime. After three hours overtime on any one day and five hours on Saturday, double time shall be paid. Work on Sundays and legal holidays also shall be paid for at double time.

Agreement Last Night

Negotiations were completed at

Turn to Page 2, Col. 2. OVER

don't care to live with him any more," the girl said. "John is a smooth talker."

The mother had been working in a WPA sewing room to support the two girls.

Eyes Grow On Lizard's Tail For Scientist

Expansion Planned, Says Fleet; 'Fair Conditions' Aim

S.D. TRIBUNE — 4-27-37

A Consolidated Aircraft Corp. factory at San Diego, employing 10,000, or nearly three times the present employe total, is envisioned by Maj. Reuben H. Fleet, president of the firm, who today signd a labor agreement affecting 3295 of the company's 3840 employes.

"Contentment Goal"

Contentment and security of the people working at the Consolidated plant are a goal in the management's expanding manufacturing program, Fleet said.

Pointing out that Consolidated Aircraft Corp. today is America's second largest aircraft manufacturing plant, turning out planes which are flown on every continent, Fleet said he looked for a continued expansion in the company's plant. He expressed complete satisfaction over the signing of the labor agreement affecting wages, hours of work and other employment conditions of the hourly-paid employes.

"The Consolidated management feels that the country is better off," he said, "if industry pays a high wage and operates on a basis under [illegible] from pleas- e and ement Inter- hinists, Feder- tern to ur line n their r."

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CONSOLIDATED BOOSTS PAY

SCENE AS AIRCRAFT LABOR PACT SIGNED

S.D. TRIBUNE 4-27-37

Scene at the Consolidated Aircraft Corp. plant this morning when a labor agreement affecting 3295 employes was signed. Left to right: James McDermott, president, Aircraft Lodge 1125, International Association of Machinists; C. F. Grow, general vice president, International Association of Machinists, and Maj. R. H. Fleet, president and manager, Consolidated Aircraft Corp.—(Photo by George Booher, Evening Tribune staff photographer.)

New race plane built

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Western Flying Apr. '37

A new contender for national racing honors was completed last month by a group of Consolidated Aircraft Corporation employees led by C. C. Flagg of the final assembly inspection department. Powered by a 90 h.p. English Pobjoy engine, the little plane is said to have a top speed of 200 m.p.h. and a anding speed with flaps of 58 m.p.h. The baby racer has an overall length of 12 ft. 6 in., height of 3 ft. 10 in., and a span of 14 ft. 6 in.

The wings are full cantilever with plywood skin; fuselage is welded chrome-moly steel, spruce formers and screen wire and fabric covered; control surfaces are steel tubing, fabric covered.

Consolidated Aircraft

Net profit for 1935 drops below 1936 figure

Western Flying April '37

Consolidated Aircraft Corporation showed a net earning of $192,411.06 for the year ended December 31, 1936 after deduction of all income charges including depreciation, amortization of development charges and provision for taxes on income and undistributed profits. This compares to a net profit of $322,731 made in 1935.

40-Hour Week O.K.'d In Year's Contract Signed With Union

In the first aircraft company labor-management agreement in the United States since the supreme court ruled upon the constitutionality of the Wagner labor relations act, Consolidated Aircraft Corp. of San Diego signed an agreement today with hourly-paid employes with respect to rates of pay, wages, hours of employment and other conditions of employment.

Ends 4-Day Session

The 10-point agreement, the terms of which provide it shall be given "one year of fair trial immediately following this date," was signed at 10 a.m. by Maj. R. H. Fleet, president and manager of Consolidated Aircraft Corp.; C. F. Grow of San Francisco, general vice president, International Association of Machinists, and James McDermott, president, Aircraft Lodge No. 1125, International Association of Machinists, San Diego.

The signing of the agreement followed four days of negotiating sessions, culminating in a meeting of members of Aircraft Lodge No. 1125 last night, when favorable vote on the terms resulted. Fleet, Grow and McDermott were unanimous in their praise for the "orderly and friendly manner" in which the negotiations were carried on.

The agreement provides among other things a minimum rate of pay for inexperienced personnel of 40 cents an hour for minors and 50 cents an hour for adults for the first four months of employment, which company officials said corresponds to present rates. However, effective May 2 the company will make a blanket increase of 10 percent to every employe affected by the agreement, and on that date overtime will be paid for at the rate of one and one-half times hourly rate, an increase from the rate of one and one-third which has been in effect.

3295 Affected

Number of employes affected by the agreement is announced as 3295. Consolidated officials said the total number employed at the plant is 3840, and Fleet said that action now is being considered relative to insuring fairness to the employes not covered by the agreement.

Today's action in signing the labor agreement comes within seven weeks of a labor board hearing which was held here March 11 and 12 before Examiner George Pratt. On April 2 the board issued an order for an election to be held at Consolidated to determine which organization at the plant should be exclusive agent for collective bargaining. The two labor agencies involved were Consolidators' association and Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor. The election was held April 10, with Aircraft Lodge No. 1125 overwhelmingly victorious. Four days later a working agreement, which included higher wages, the 40-hour week, closed shop and seniority rights was submitted to the Consolidated Aircraft Corp. by Aircraft Lodge No. 1125.

Organized in 1923

The Consolidated Aircraft Corp., organized under the laws of the state of Delaware on May 29, 1923, first operated in a small factory at East Greenwich, R.I. Early in its corporate existence it moved to Buffalo, N. Y., where it leased a large building suitable for aircraft manufacture. Here Consolidated grew rapidly and became one of the foremost manufacturers of aircraft in the United States.

In August, 1935, Consolidated moved from Buffalo to its newly-built factory on Lindbergh field, San Diego. This change was motivated in order to concentrate on the manufacture of large flying boats, which require suitable weather and facilities for all-year launchings and operations. The Consolidated factory has approximately 450,000 square feet of floor space. It is considered one of the most modern aircraft factories in the world.

Negotiations which led up to the signing of the agreement today started last Thursday. Members of the agreement committee who represented the employes are McDermott, Grow, George Dayton, financial secretary and business agent of Aircraft lodge No. 1125; Mike Goldbarnes, M. J. Castle, James Burney and Wilbur Cox. Consolidated officials who were on the agreement committee are Fleet, C. A. Van Dusen, vice president and works manager; I. M. Laddon, vice president and chief engineer; C. T. Leigh, vice president and material supervisor; Donald Fry, personnel director; Dave Fleet, assistant to manager ; Lt. Comdr. Emile Chourre, inspector of naval aircraft at the Consolidated plant, and Lt. F. E. Deam, assistant inspector of naval aircraft.

Fleet Statement

After the agreement was signed, Fleet isued the following statement:

"It is our pleasure to announce today to our employes and to San Diego that we have reached an amicable agreement with Aircraft Lodge 1125, International Association of Machinists, affiliated with the American Federation of Labor and selected as the exclusive collective bargaining agency for the hourly paid employes of this company at an election ordered by and held under the direction of the national labor relations board on April 10. The agreement was signed at 10 o'clock this morning and is the result of three days of conference between the committee representing the lodge, and myself and associates.

'This is the first agreement with an aircraft company in the United States since the supreme court ruled upon the constitutionality of the Wagner labor relations act and we hope and believe it will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor.

"We feel that the election on April 10 last was conducted fairly; that the large majority of our employes selected Aircraft Lodge 1125 as its representative; and we believe that we are entering upon the new day in a spirit in keeping with the times. Experience has shown that labor is more successful for itself when it organizes. This principle is now the law of the land and the management which does not cheerfully recognize it as such and cooperate whole-heartedly is backward indeed and due for much trouble.

'Consider Other Employes'

"We are now considering what action should be taken in regard to our employes not covered by this agreement, in order to insure fairness to them.

"We believe that the country is better off if industry pays a high wage and operates on a basis under which employes do not suffer from overwork and have time for pleasure and enjoyment.

"Personally, I believe that our president has in mind proposing a minimum wage and maximum working day bill to the congress and that this is in the back of his great mind in the controversy which is going on in Washington regarding enlargement of the supreme court.

"I feel that the enactment of a federal minimum wage and maximum hour law would be a great boon to our people, and to industry in that it would place all on a fair competitive basis.

Great Future Seen

"A great future lies before aviation. I believe that aircraft will be always the fastest, safest and cheapest means of conveyance that mankind will have on this earth, and that aviation will in the not distant future promote and guarantee world peace. With the present temperament of mankind, world peace will come only when forced, and force must back any agreement that is to stand the test of time.

"It may not have to be employed; its existence may be sufficient. As a force, air power does not occupy foriegn soil to compel observance of agreements; it knows no boundary within its range; whole continents are within its sphere of action and can be crossed within a few hours. The airplane is already man's greatest means of making friendly neighbors of all nations.

"We in this company are equipping the finest navy in the world with an aerial arm capable of patrolling our coasts and territories. The mere possession of these airboats by our navy will mean much toward maintaining peace for our country."

Agreement Given

The following is the agreement signed today:

AGREEMENT made this 26th day of April, 1937, between CONSOLIDATED AIRCRAFT CORP., herein called the "company" and AIRCRAFT LODGE 1125, INTERNATIONAL ASSOCIATION OF MACHINISTS, herein called the "union."

WITNESSETH:

WHEREAS on April 10, 1937, there was held at the plant of the company under the direction of the national labor relations board, an election for the unit comprising the hourly paid employes of the company to determine the question of representation for the purpose of collective bargaining with their employer, and,

WHEREAS in such election the union received 1823 votes of 2354 ballots cast and of 3295 employes comprising the unit and entitled to vote, and

WHEREAS by such ballot the union fairly received a majority not only of the ballots cast but also of all employes qualified to vote and embraced within such unit, and

WHEREAS it is the desire of the union to enter into an agreement with the company with respect to rates of pay, wages, hours of employment and other conditions of employment.

NOW, THEREFORE, in consideration of the premises, the parties hereto hereby agree as follows:

Bargaining Unit

1. Recognition: The company hereby recognizes the union as the exclusive collective bargaining representative of all of the employes in the unit as defined by the national labor relations board prior to such election, to wit: All hourly paid employes, exclusive of timekeepers and excepted clerks.

2. Rates of pay: The minimum rate of pay for inexperienced personnel shall be 40 cents an hour for minors and 50 cents for adults for the first four months of employment.

Effective May 2, overtime shall be paid for at the rate of one and one-half times hourly rate.

3. Wages: Effective May 2, the company will make a blanket increase of 10 percent to every employe affected by this agreement. Without promising further general raises—a policy that would act as a deterrent upon interim increases that may be earned by efficiency—the company agrees to consider in June next on its merits, a further 10 percent raise and to review individual wage rates every four months and in addition to make such individual increases upon merit as and when it determines such are justified.

40-Hour Week

4. Hours of employment: The working week shall consist of 40 hours work and shall run from Monday through Friday, or for janitors, watchmen and maintenance men through five consecutive days. With the exception of janitors, watchmen and maintenance men, eight hours of labor shall be worked within 8½ consecutive hours. Work after eight working hours in any shift shall be considered overtime. After three hours overtime on any one day and five hours on Saturday, double time shall be paid. With the exception of janitors, watchmen and maintenance men, work on Sundays shall be paid for at double time. Work on the following legal holidays (if week days), New Year's day, Washington's birthday, Decoration day, Independence day, Labor day, Thanksgiving day and Christmas day, also shall be paid for at double time. Until June 30 next the company will continue the present weekly schedules for day and night shifts.

5. Representation: The union shall nominate company employes in and for the following department groupings who shall constitute an employes' welfare committee: One sheet metal, machine shop, tank, heat-treating; one draw bench, welding, tubing, metal bench; two wings and tails; one hulls; one paint; one final assembly; one tool and wood shops; one experimental; one miscellaneous; one night shift,

"No Unfairness"

It is the intent of the company that unfairness to employes shall not exist and that complaints will be settled with the foremen. No complaint shall be considered by the committee until it has been taken up with the foremen concerned. In event satisfaction is not obtained, the employe may present his complaint in writing to the company's personal supervisor, who shall take it up with the works manager and if not settled satisfactorily in this manner, it shall be submitted to the committee. The company agrees to meet with the committee each third Thursday evening of each month to discuss the welfare of the company and its employes and to hear and settle any complaints. All grievances made to the committee shall be submitted in writing, signed by the complainant and by the department representative.

6. Discharge: Whenever an employe is discharged, the company following present practice, agrees to furnish him with the reason for his discharge. Whenever requested to do so in writing by any discharged hourly employe, the company agrees to furnish the union with the reason for discharge, within three days after receipt of such request.

Regulations Necessary

7. Regulations: The union and the company agree that the regulations set forth in the company's rule book, attached and made a part of this agreement, are necessary for the efficient operation of the company's plant and that infraction of any rule constitutes cause for discharge or other disciplinary action.

8. Intimidation and discrimination: The company agrees not to intimidate nor in any way discriminate against any employe because of his union activities; the union agrees not to intimidate nor in any way discriminate against any employe of the company not belonging to the union.

9. Bulletin boards: The company will furnish two bulletin boards on its property at places selected by its manager, for the exclusive use of the union, and the union agrees to post thereon only signed notices and nothing maligning the company or its employes and to do no distributing of literature, hand bills or printed matter, and no soliciting or collecting, on the company's property.

10. Terms: This agreement shall be given one year of fair trial immediately following this date and shall continue thereafter in force and effect unless and until it has been amended by agreement upon 30 days written prior notice by either party thereto or unless by legal procedure such as the election on April 10, 1937, a majority of the employes in the unit should elect other representation.

Consolidated Aircraft Corporation,
R .H. FLEET, Pres. and Mgr.
Aircraft Lodge No. 1125, International Association of Machinists,
C. F. CROW, General Vice President, I. A. of M.
JAMES M'DERMOTT, President, Aircraft Lodge 1125.

CONSOLIDATED SEES 10,000 PAYROLL

CONSAIR SIGNS UNION CONTRACT; WAGES BOOSTED TEN PER CENT

UNIONISTS LAUD MAJ. FLEET FOR LABOR POLICIES

Consair Chief Forecasts Plant Expansion, With 10,000 Workers

S.D. SUN — 4-28-37

An example of enlightened management was provided by the willingness and promptness with which Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp., reached a working agreement with Aircraft Lodge 1125, officials of the union declared today.

Pledging cooperation with the management to create greater efficiency in the plant, C. F. Grow, general vice president of the International Association of Machinists, with which A. F. of L. organization Aircraft Lodge 1125 is affiliated, lauded the contract signed yesterday as a step toward dispelling the atmosphere of uncertainty and fear in the factory.

Workers To Cooperate

Shortly after he affixed his signature to the contract providing for a 10 per cent wage increase and higher overtime rates, Grow turned to Maj. Fleet and said:

"I can assure you that the workers will cooperate with the management to make a 'winning team' for Consolidated."

Maj. Fleet admitted that increased labor costs would necessitate asking higher prices for planes in future bids, but he added, "As long as we are furnishing planes for the Government, the least we can do is abide by the rules of the game as set down by that Government." He was referring to the Wagner Labor Act.

Standards Set Up

"Any company that cannot compete successfully with other concerns by operating according to the Government's regulations does not belong in business," he added.

"Experience has shown that labor is more successful for itself when it organizes. This principle is now the law of the land and the management which does not cheerfully recognize it as such and co-operate whole-heartedly is backward indeed and due for much trouble."

With labor problems solved, Maj. Fleet went on to predict that plant expansion would proceed so rapidly that within the next few years, 10,000 workers would be on the Consolidated payroll, almost three times the present number.

"The story," said the literary mystic from Allegheny, Pa., "is based on an incident in a French provincial hotel near my home.

"The serving maid had an af- [illegible] hairless dog on the stage.

"Of course not," said Miss Stein, laughing, "Julia danced the part of Pepe. You know, little dogs resemble little girls."

Aircraft Labor Peace Assured

Three men scratched their signatures on a contract in the Consolidated Aircraft Corp. factory this morning, and as a result 3295 factory workers next week will be given 10 per cent wage increases. Shown above in the office of Maj. Reuben H. Fleet as they assured peace to San Diego's largest industry are, left to right, C. F. Grow, general vice president of International Association of Machinists; Maj. Fleet, president of Consolidated, and James C. McDermott, president of Aircraft Lodge 1125. Grow and McDermott represented the workers.

MINIMUM PAY SET; OVERTIME SCALE UPPED

3295 Aircraft Workers Win Added Income Under Agreement

S.D. SUN — 4-27-37

Ending several months of labor bickering, Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp., this morning signed an agreement with Aircraft Lodge 1125, A. F. of L. affiliate, establishing working conditions, wages and hours.

Negotiations between executives and employes, which had been under way since the A. F. of L. union won the right to represent the workers in collective bargaining at an election several weeks ago, were climaxed last night at the plant when terms of the contract were agreed upon.

Following are the pertinent terms of the agreement:

1—The company recognizes the union as the exclusive collective bargaining representative of the factory employes.

2—The minimum rate of pay for inexperienced personnel shall be 40 cents per hour for minors and 50 cents for adults for the first four months of employment.

3—Effective May 2, 1937, overtime shall be paid for at the rate of one and one-half times houriy rate. (Previously, the overtime rate had been one and one-third times hourly rate).

4—Effective May 2, 1937, the company shall make a blanket increase of 10 per cent to every employee affected by this agreement. (3295 workers are affected by the agreement; for the remainder of the 3840 employes at the plant, Maj. Fleet is considering further action in order to "insure fairness to them," according to a statement issued by him today).

5—Without promising further general raises, the company agrees to consider in June a further 10-per-cent raise and to review individual wage rates every four months.

6—The working week shall consist of 40 hours' work and shall run from Monday through Friday, or for janitors, watchmen and maintenance men through five consecutive days. Work after eight working hours in any shift shall be considered overtime. After three hours overtime on any one day and five hours on Saturday, double time shall be paid. Work on Sundays and legal holidays also shall be paid for at double time.

Agreement Last Night

Negotiations were completed at

Turn to Page 2, Col. 2.

OVER

Expansion Planned, Says Fleet; 'Fair Conditions' Aim

S.D. TRIBUNE — 4-27-37

A Consolidated Aircraft Corp. factory at San Diego, employing 10,000, or nearly three times the present employe total, is envisioned by Maj. Reuben H. Fleet, president of the firm, who today signd a labor agreement affecting 3295 of the company's 3840 employes.

"Contentment Goal"

Contentment and security of the people working at the Consolidated plant are a goal in the management's expanding manufacturing program, Fleet said.

Pointing out that Consolidated Aircraft Corp. today is America's second largest aircraft manufacturing plant, turning out planes which are flown on every continent, Fleet said he looked for a continued expansion in the company's plant. He expressed complete satisfaction over the signing of the labor agreement affecting wages, hours of work and other employment conditions of the hourly-paid employes.

"The Consolidated management feels that the country is better off," he said, "if industry pays a high wage and operates on a basis under which employes do not suffer from overwork and have time for pleasure and enjoyment. We hope and believe that the amicable agreement with Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor."

Pay Raise Granted

Today's agreement provides, among other things, a 10 percent increase effective May 2 for every employe affected by the agreement. Fleet declared steps will be taken to insure fairness to the 545 employes not govered by the agreement.

Declaring Consolidated's San Diego plant, which was established late in the summer of 1935 when the firm moved here from Buffalo, N.Y., is the most modern aircraft factory in America, Fleet said he hopes for continual increase in factory operations and employment. He urged employes to recognize that the management is trying to make for "security and contentment," and is striving to gain for Consolidated world-wide recognition as a highly efficient producing plant.

FACTORY, WORKERS' REPRESENTATIVES SIGN AGREEMENT

An accord reached after four days of negotiations, Consolidated Aircraft Corp. officials and representatives of the employes yesterday signed an agreement regulating working conditions. As the document was made official (left to right), C. F. Grow, San Francisco, general vice president of the Machinist's union; Maj. R. H. Fleet, president of the company, and James C. McDermott, president of the local union.

CONSAIR BOOSTS HOURLY WAGE IN PACT WITH UNION

(Continued from Page 1)

on the terms resulted. Fleet, Grow and McDermott were unanimous in their praise for the "orderly and friendly manner" in which the negotiations were carried on.

Minimum Pay Listed

The agreement provides among other things a minimum rate of pay for inexperienced personnel of 40 cents an hour for minors and 50 cents an hour for adults for the first four months of employment, which company officials said corresponds to present rates. However, effective May 2 the company will make a blanket increase of 10 percent to every employe affected by the agreement, and on that date overtime will be paid for at the rate of one and one-half times hourly rate, an increase from the rate of one and one-third which has been in effect.

Number of employes affected by the agreement is announced as 3295. Consolidated officials said the total number employed at the plant is 3840, and Fleet said that action now is being considered relative to insuring fairness to the employes not covered by the agreement.

Follows Labor Hearing

Yesterday's action in signing the labor agreement comes within seven weeks of a labor board hearing which was held here March 11 and 12 before Examiner George Pratt. On April 2 the board issued an order for an election to be held at Consolidated to determine which organization at the plant should be exclusive agent for collective bargaining. The two labor agencies involved were Consolidators' association and Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor. The election was held April 10, with Aircraft Lodge No. 1125 overwhelmingly victorious. Four days later a working agreement, which included higher wages, the 40-hour week, closed shop and seniority rights was submitted to the Consolidated Aircraft Corp. by Aircraft Lodge No. 1125.

The Consolidated Aircraft Corp. organized under the laws of the state of Delaware on May 29, 1923, first operated in a small factory at East Greenwich, R.I. Early in its corporate existence it moved to Buffalo, N. Y., where it leased a large building suitable for aircraft manufacture. Here Consolidated grew rapidly and became one of the foremost manufacturers of aircraft in the United States.

In August, 1935, Consolidated moved from Buffalo to its newly-built factory on Lindbergh field, San Diego. This change was motivated in order to concentrate on the manufacture of large flying boats, which require suitable weather and facilities for all-year launchings and operations. The Consolidated factory has approximately 450,000 square feet of floor space. It is considered one of the most modern aircraft factories in the world.

Parley Began Thursday

Negotiations which led up to the signing of the agreement today started last Thursday. Members of the agreement committee who represented the employes are McDermott, Grow, George Dayton, financial secretary and business agent of Aircraft lodge No. 1125; Mike Goldenberg, William Plympton, Heaton Barnes, M. J. Castle, James Burney and Wilbur Cox. Consolidated officials who were on the agreement committee are Fleet, C. A. Van Dusen, vice president and works manager; I. M. Laddon, vice president and chief engineer; C. T. Leigh, vice president and material supervisor; Donald Fry, personnel director; Dave Fleet, assistant to manager ; Lt. Comdr. Emile Chourre, inspector of naval aircraft at the Consolidated plant, and Lt. F. E. Deam, assistant inspector of naval aircraft.

After the agreement was signed, Fleet isued the following statement:

"It is our pleasure to announce today to our employes and to San Diego that we have reached an amicable agreement with Aircraft Lodge 1125, International Association of Machinists, affiliated with the American Federation of Labor and selected as the exclusive collective bargaining agency for the hourly paid employes of this company at an election ordered by and held under the direction of the na-

AFFAIRS TICKET WINS; CITY COURT PLAN APPROVED

(Continued from Page 1)

fused to take it," said a spokesman for the city council last night. "We feel we have done our duty. The [illegible] would be saved

which employes do not suffer from overwork and have time for pleasure and enjoyment.

"Personally, I believe that our president has in mind proposing a minimum wage and maximum working day bill to the congress and that this is in the back of his great mind in the controversy which is going on in Washington regarding enlargement of the supreme court.

"I feel that the enactment of a federal minimum wage and maximum hour law would be a great boon to our people, and to industry in that it would place all on a fair competitive basis.

Great Future Seen

"A great future lies before aviation. I believe that aircraft will be always the fastest, safest and cheapest means of conveyance that mankind will have on this earth, and that aviation will in the not distant future promote and guarantee world peace. With the present temperament of mankind, world peace will come only when forced, and force must back any agreement that is to stand the test of time.

"It may not have to be employed; its existence may be sufficient. As a force, air power does not occupy foriegn soil to compel observance of agreements; it knows no boundary within its range; whole continents are within its sphere of action and can be crossed within a few hours. The airplane is already man's greatest means of making friendly neighbors of all nations.

"We in this company are equipping the finest navy in the world with an aerial arm capable of patrolling our coasts and territories. The mere possession of these airboats by our navy will mean much toward maintaining peace for our country."

Fleet Envisions 10,000 on Consolidated Roll In Continuous Growth of Plane Firm

S.D.TRIB. 4-28-37

Company Trying To Keep Force Contented

Latest air view of the Consolidated Aircraft plant on Lindbergh field, where a labor agreement was signed yesterday affecting 3295 hourly-paid employes. The factory has been in operation less than 20 months and has increased the number of its employes from 600 to 3840.

An expanding Consolidated Aircraft Corp. plant at San Diego, showing continued growth until it is large enough to employ 10,000, nearly triple the present number now working there, is envisioned by Maj. Reuben H. Fleet, president of the firm, who yesterday signed a labor agreement affecting 3295 of the company's 3840 employes.

After the agreement was signed Fleet made a statement in which he urged employes to recognize that the Consolidated Aircraft Corp. is trying to make for "security and contentment" for them and is striving to gain world-wide recognition as a highly efficient producing plant. "We feel that the country as a whole is better off," he said, "if industry pays a high wage and operates on a basis under which employes do not suffer from overwork, and have time for pleasure and enjoyment."

Fleet's goal of a plant large enough to employ thousands more has a background of a constantly enlarging plant, which during the nearly 20 months it has been in operation here has increased its original employment total more than six-fold. When work was started in the new factory in September, 1935, there were 600 employed, of whom nearly half came to San Diego from Buffalo as "key men." Construction work was started at once on 50 army combat planes, and by Oct. 21, 1935, when the factory dedication ceremonies drew more than 30,000 visitors to the plant, the number of persons employed had risen to 874.

Expansion Rapid

Expansion of the Consolidated factory has been rapid. On March 3, 1936, six months after the plant started operations, Fleet announced plans for increasing its size by the construction of a three-story experimental building to the south and by widening the existing main building, at a cost of $600,000. The new addition occupies an area 300 feet by 200 feet, and the new addition to the main building is 50 feet by 900 feet. Work on the addition was completed last fall, virtually doubling the floor space by an increase from 240,000 square feet to 440,000 square feet. In March last year there were 2000 employed, and this number had risen to 2300 by last July, 11 months after the plant opened. More employes were added last fall and early winter, and by Jan. 1 this year there were 3613 on the Consolidated payrolls. Today, four months later, there are 3840.

"Port Director Joe Brennan looked puzzled when Consolidated first asked fo so much land at Lindbergh field," said Fleet. "Now we have 22 acres, with an option on 10 additional acres."

Four Planes Weekly

In the first of three navy plane orders, with a total valuation of nearly $20,000,000, Consolidated has been turning out four planes a week, it was reported at the plant. The first plane of the second order is to be flown early in May, and Consolidated officials expect that the first plane of the third order will take to the air in July for its trials. The three orders comprise 176 planes, with spare parts amounting to the equivalent of 211 flying boats.

Pointing out that Consolidated Aircraft Corp. today is America's second largest aircraft manufacturing plant, and one of the most modern in the world, turning out planes which are flown on every continent, Fleet declares he looks for a continued expansion in the company's plant. He expressed complete satisfaction over the signing of the labor agreement affecting wages, hours of work and other employment conditions of the hourly-paid employes, and declared that "we hope and believe that the amicable agreement with Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor."

Samedi 10 Avril 1937

HEBDOMADAIRE ILLUSTRE
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Cinquième année - N° 122

L'Aviation Belge

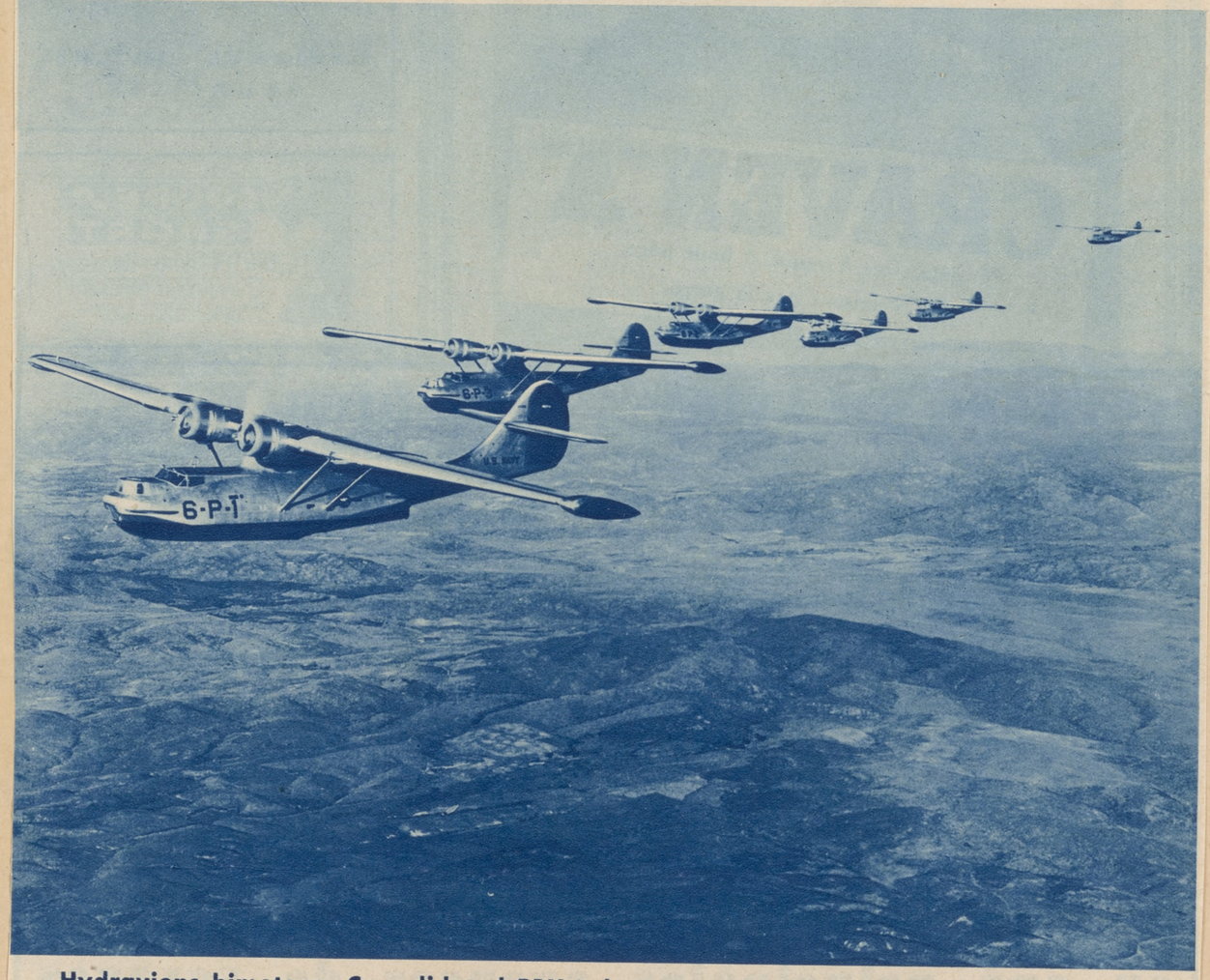
Organe indépendant de propagande aéronautique et de défense contre le péril aérien

ABONNEMENT ANNUEL :
Belgique 45 fr. — Congo 60 fr.
Etranger 75 fr. — C.C.P. : 1929.39
Registre de Commerce : 7.061.

Affilié à l'Union de la Presse Périodique Belge.

ADMINISTRATION :
18, PLACE DE LA VAILLANCE
ANDERLECHT — BRUXELLES
Téléphone : 21.00.70 (3 lignes).

VOL DE GROUPE AU-DESSUS DU PACIFIQUE



Hydravions bimoteurs Consolidated PBY-1 dont 12 appareils ont traversé le Pacifique sur 4.100 kms sans escale.

DANS CE NUMERO

Vol de groupe au-dessus du Pacifique. — Matériels et Enseignements des opérations aériennes en Espagne. — L'Organisation de la 2me ligne aérienne du Pacifique. — Le Vol à Voile et Frasnes-lez-Couvin. — La Semaine de l'Air. — Revues. Presse. Livres. — L'Actualité. — Petite Aviation : le Planeur de performance Albatros III d'André Cartigny. Inauguration de l'Exposition de Gand. Concours et Expositions. Vie des Clubs. Coupe de France 1937.

FACTORY, WORKE ER SAN DIEGO
DAY MORNING, APRIL 28

An accord reached after four days tives of the employes yesterday was made official (left to right), union; Maj. R. H. Fleet, president

IRS. smissed

WAGE, HOUR PACT SIGNED BY CONSAIR

Agreement With Union Provides for Overtime; Short Week; 10 Pct. Pay Boost Due Sunday; 3295 Benefit

S.D. UNION — 4-28-37

Assuring industrial peace between San Diego's largest manufacturing concern and 3295 of its employes, and marking the first aircraft company labor-management agreement since constitutionality of the Wagner national labor relations act was upheld, Consolidated Aircraft Corp. yesterday signed an agreement with hourly paid employes covering pay rates, wages, hours and other conditions of employment.

Ends 4-Day Session

The 10-point agreement, the terms of which provide it shall be given "one year of fair trial immediately following this date," was signed at 10 a.m. by Maj. R. H. Fleet, president and manager of Consolidated Aircraft Corp.; C. F. Grow of San Francisco, general vice president, International Association of Machinists, and James McDermott, president, Aircraft Lodge No. 1125, International Association of Machinists, San Diego.

The signing of the agreement followed four days of negotiating sessions, culminating in a meeting of members of Aircraft Lodge No. 1125 Monday night, when favorable vote

(Continued on Page 2, Col. 2)

change was motivated in order to concentrate on the manufacture of large flying boats, which require suitable weather and facilities for all-year launchings and operations. The Consolidated factory has approximately 450,000 square feet of floor space. It is considered one of the most modern aircraft factories in the world.

Parley Began Thursday

Negotiations which led up to the signing of the agreement today started last Thursday. Members of the agreement committee who represented the employes are McDermott, Grow, George Dayton, financial secretary and business agent of Aircraft lodge No. 1125; Mike Goldenberg, William Plympton, Heaton Barnes, M. J. Castle, James Burney and Wilbur Cox. Consolidated officials who were on the agreement committee are Fleet, C. A. Van Dusen, vice president and works manager; I. M. Laddon, vice president and chief engineer; C. T. Leigh, vice president and material supervisor; Donald Fry, personnel director; Dave Fleet, assistant to manager; Lt. Comdr. Emile Chourre, inspector of naval aircraft at the Consolidated plant, and Lt. F. E. Deam, assistant inspector of naval aircraft.

After the agreement was signed, Fleet isued the following statement:

"It is our pleasure to announce today to our employes and to San Diego that we have reached an amicable agreement with Aircraft Lodge 1125, International Association of Machinists, affiliated with the American Federation of Labor and selected as the exclusive collective bargaining agency for the hourly paid employes of this company at an election ordered by and held under the direction of the national labor relations board on April 10. The agreement was signed at 10 o'clock this morning and is the result of three days of conference between the committee representing the lodge, and myself and associates.

'This is the first agreement with an aircraft company in the United States since the supreme court ruled upon the constitutionality of the Wagner labor relations act and we hope and believe it will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor.

"We feel that the election on April 10 last was conducted fairly; that the large majority of our employes selected Aircraft Lodge 1125 as its representative; and we believe that we are entering upon the new day in a spirit in keeping with the times. Experience has shown that labor is more successful for itself when it organizes. This principle is now the law of the land and the management which does not cheerfully recognize it as such and cooperate whole-heartedly is backward indeed and due for much trouble.

'Consider Other Employes'

"We are now considering what action should be taken in regard to our employes not covered by this agreement, in order to insure fairness to them.

"We believe that the country is better off if industry pays a high wage and operates on a basis under which employes do not suffer from overwork and have time for pleasure and enjoyment.

"Personally, I believe that our president has in mind proposing a minimum wage and maximum working day bill to the congress and that this is in the back of his great mind in the controversy which is going on in Washington regarding enlargement of the supreme court.

"I feel that the enactment of a federal minimum wage and maximum hour law would be a great boon to our people, and to industry in that it would place all on a fair competitive basis.

Great Future Seen

"A great future lies before aviation. I believe that aircraft will be always the fastest, safest and cheapest means of conveyance that mankind will have on this earth, and that aviation will in the not distant future promote and guarantee world peace. With the present temperament of mankind, world peace will come only when forced, and force must back any agreement that is to stand the test of time.

"It may not have to be employed; its existence may be sufficient. As a force, air power does not occupy foriegn soil to compel observance of agreements; it knows no boundary within its range; whole continents are within its sphere of action and can be crossed within a few hours. The airplane is already man's greatest means of making friendly neighbors of all nations.

"We in this company are equipping the finest navy in the world with an aerial arm capable of patrolling our coasts and territories. The mere possession of these airboats by our navy will mean much toward maintaining peace for our country."

CONSAIR BOOSTS HOURLY WAGE IN PACT WITH UNION

(Continued from Page 1)

on the terms resulted. Fleet, Grow and McDermott were unanimous in their praise for the "orderly and friendly manner" in which the negotiations were carried on.

Minimum Pay Listed

The agreement provides among other things a minimum rate of pay for inexperienced personnel of 40 cents an hour for minors and 50 cents an hour for adults for the first four months of employment, which company officials said corresponds to present rates. However, effective May 2 the company will make a blanket increase of 10 percent to every employe affected by the agreement, and on that date overtime will be paid for at the rate of one and one-half times hourly rate, an increase from the rate of one and one-third which has been in effect.

Number of employes affected by the agreement is announced as 3295. Consolidated officials said the total number employed at the plant is 3840, and Fleet said that action now is being considered relative to insuring fairness to the employes not covered by the agreement.

Follows Labor Hearing

Yesterday's action in signing the labor agreement comes within seven weeks of a labor board hearing which was held here March 11 and 12 before Examiner George Pratt. On April 2 the board issued an order for an election to be held at Consolidated to determine which organization at the plant should be exclusive agent for collective bargaining. The two labor agencies involved were Consolidators' association and Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor. The election was held April 10, with Aircraft Lodge No. 1125 overwhelmingly victorious. Four days later a working agreement, which included higher wages, the 40-hour week, closed shop and seniority rights was submitted to the Consolidated Aircraft Corp. by Aircraft Lodge No. 1125.

Fleet Envisions 10,000 on Consolidated Roll In Continuous Growth of Plane Firm

S.D. TRIB. — 4-28-37

Company Trying To Keep Force Contented

An expanding Consolidated Aircraft Corp. plant at San Diego, showing continued growth until it is large enough to employ 10,000, nearly triple the present number now working there, is envisioned by Maj. Reuben H. Fleet, president of the firm, who yesterday signed a labor agreement affecting 3295 of the company's 3840 employes.

After the agreement was signed Fleet made a statement in which he urged employes to recognize that the Consolidated Aircraft Corp. is trying to make for "security and contentment" for them and is striving to gain world-wide recognition as a highly efficient producing plant. "We feel that the country as a whole is better off," he said, "if industry pays a high wage and operates on a basis under which employes do not suffer from overwork, and have time for pleasure and enjoyment."

Fleet's goal of a plant large enough to employ thousands more has a background of a constantly enlarging plant, which during the nearly 20 months it has been in operation here has increased its original employment total more than six-fold. When work was started in the new factory in September, 1935, there were 600 employed, of whom nearly half came to San Diego from Buffalo as "key men." Construction work was started at once on 50 army combat planes, and by Oct. 21, 1935, when the factory dedication ceremonies drew more than 30,000 visitors to the plant, the number of persons employed had risen to 874.

Expansion Rapid

Expansion of the Consolidated factory has been rapid. On March 3, 1936, six months after the plant started operations, Fleet announced plans for increasing its size by the construction of a three-story experimental building to the south and by widening the existing main building, at a cost of $600,000. The new addition occupies an area 300 feet by 200 feet, and the new addition to the main building is 50 feet by 900 feet. Work on the addition was completed last fall, virtually doubling the floor space by an increase from 240,000 square feet to 440,000 square feet. In March last year there were 2000 employed, and this number had risen to 2300 by last July, 11 months after the plant opened. More employes were added last fall and early winter, and by Jan. 1 this year there were 3613 on the Consolidated payrolls. Today, four months later, there are 3840.

"Port Director Joe Brennan looked puzzled when Consolidated first asked fo so much land at Lindbergh field," said Fleet. "Now we have 22 acres, with an option on 10 additional acres."

Four Planes Weekly

In the first of three navy plane orders, with a total valuation of nearly $20,000,000, Consolidated has been turning out four planes a week, it was reported at the plant. The first plane of the second order is to be flown early in May, and Consolidated officials expect that the first plane of the third order will take to the air in July for its trials. The three orders comprise 176 planes, with spare parts amounting to the equivalent of 211 flying boats.

Pointing out that Consolidated Aircraft Corp. today is America's second largest aircraft manufacturing plant, and one of the most modern in the world, turning out planes which are flown on every continent, Fleet declares he looks for a continued expansion in the company's plant. He expressed complete satisfaction over the signing of the labor agreement affecting wages, hours of work and other employment conditions of the hourly-paid employes, and declared that "we hope and believe that the amicable agreement with Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, will be a pattern to govern other companies in our line of business in this country in their dealings with organized labor."

Latest air view of the Consolidated Aircraft plant on Lindbergh field, where a labor agreement was signed yesterday affecting 3295 hourly-paid employes. The factory has been in operation less than 20 months and has increased the number of its employes from 600 to 3840.

Samedi 10 Avril 1937

HEBDOMADAIRE ILLUSTRE
1 fr. 25 le numéro

Cinquième année - N° 122

L'Aviation Belge

Organe indépendant de propagande aéronautique et de défense contre le péril aérien

ABONNEMENT ANNUEL :
Belgique 45 fr. — Congo 60 fr.
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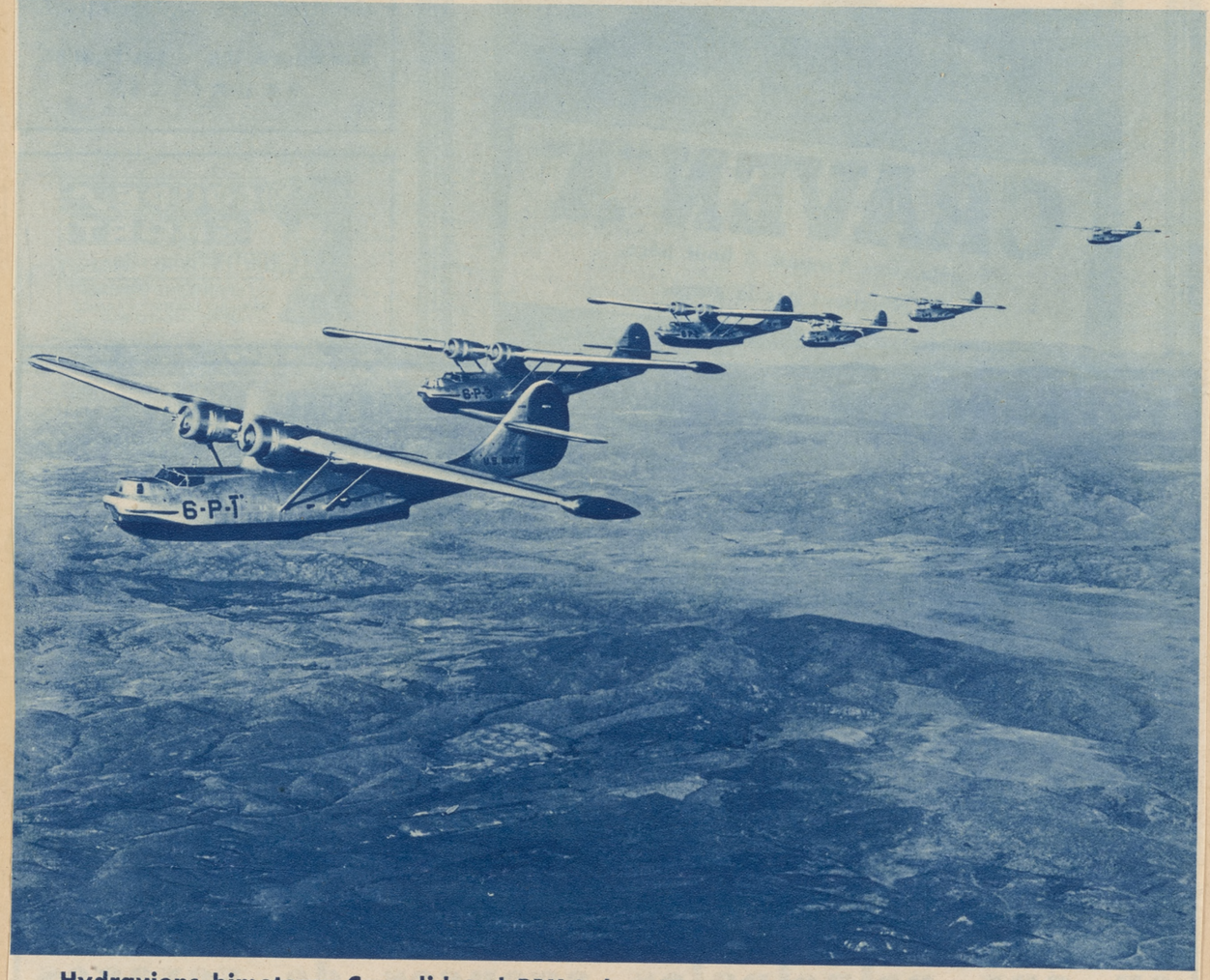
VOL DE GROUPE AU-DESSUS DU PACIFIQUE



Hydravions bimoteurs Consolidated PBY-1 dont 12 appareils ont traversé le Pacifique sur 4.100 kms sans escale.

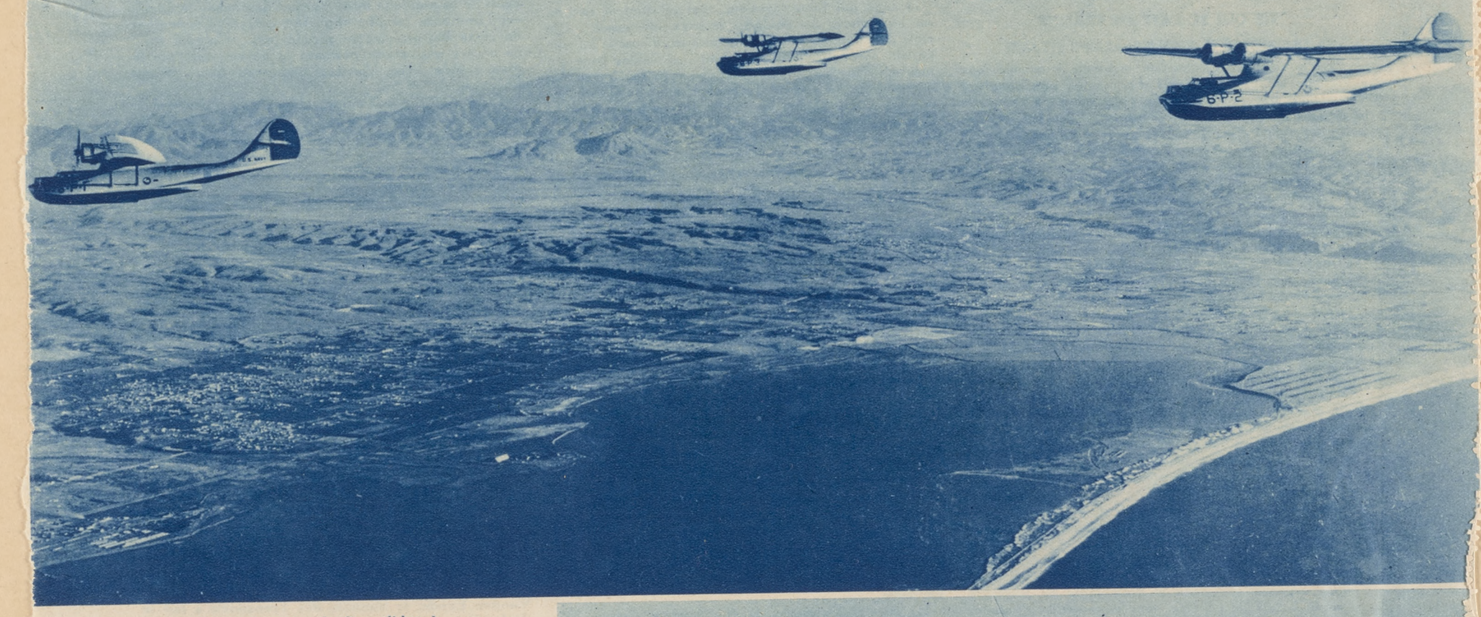
DANS CE NUMERO

Vol de groupe au-dessus du Pacifique. — Matériels et Enseignements des opérations aériennes en Espagne. — L'Organisation de la 2me ligne aérienne du Pacifique. — Le Vol à Voile et Frasnes-lez-Couvin. — La Semaine de l'Air. — Revues. Presse. Livres. — L'Actualité. — Petite Aviation : le Planeur de performance Albatros III d'André Cartigny. Inauguration de l'Exposition de Gand. Concours et Expositions. Vie des Clubs. Coupe de France 1937.

L'Aviation Belge
Anderlecht - Bruxelles, April 10, 1937

VOL DE GROUPE AU-DESSUS DU PACIFIQUE

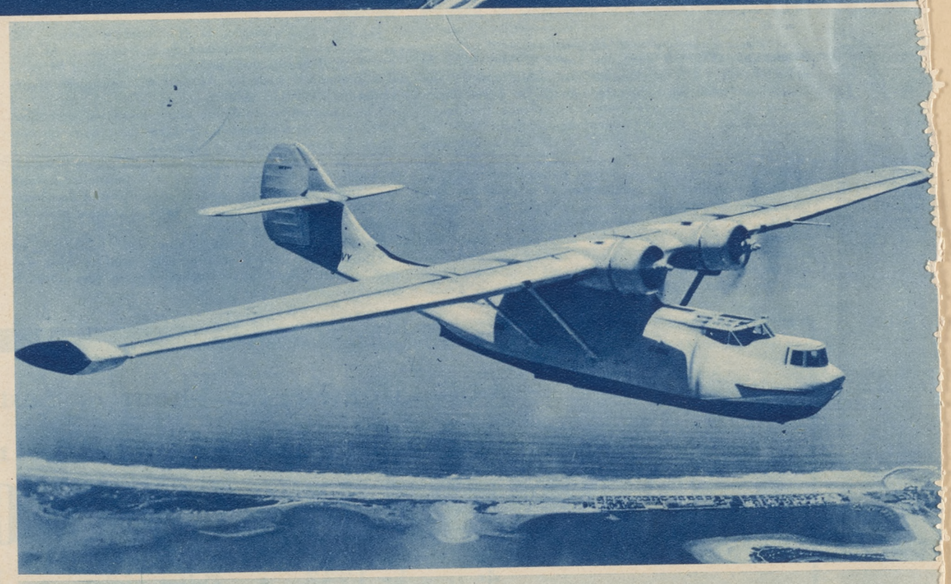
A propos du plus long survol maritime accompli en formation

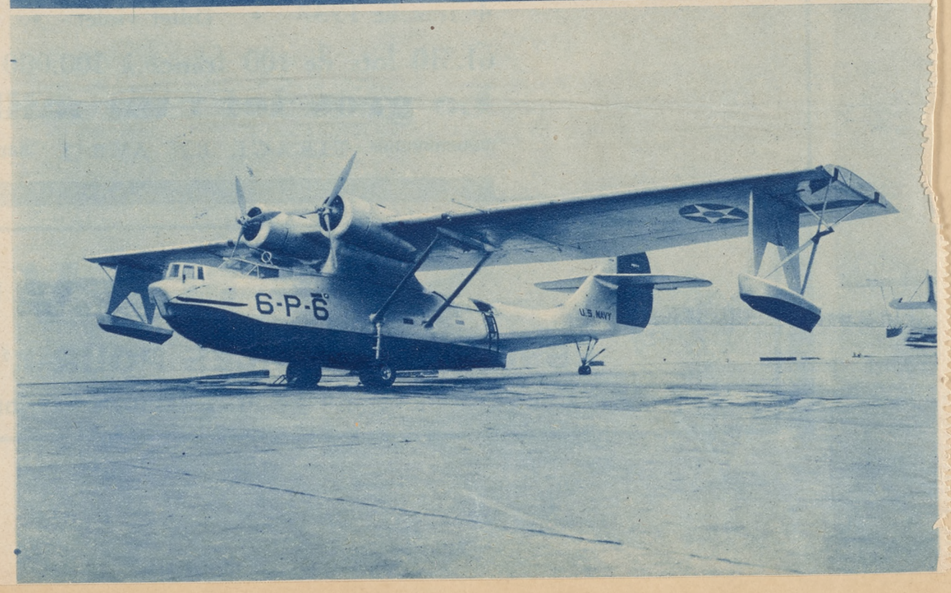


Patrouille de 3 appareils Consolidated PBY-I, survolant la Côte d'Or, à San Diego.

On notera, sur ces photographies, la position donnée en vol, aux flotteurs équilibreurs, qui peuvent être ramenés dans le prolongement de l'aile, afin de diminuer les résistances passives.

(Par courtoisie de la « Consolidated Aircraft Corporation ».)





Nous avons attendu, pour parler avec quelque détail de l'exploit accompli en janvier dernier par l'aviation navale américaine, d'être à même de présenter à nos lecteurs quelques illustrations intéressantes à ce sujet.

C'est ce que nous faisons dans cette page.

Donc le 28 janvier, douze hydravions bimoteurs « Consolidated » PBY. 1. à moteurs Pratt & Whitney « Twin Wasp » quittaient la rade de San Diego. Après 21 h. 43 de vol, accomplis à une altitude de 3.000 m., les 12 appareils se posaient, en formation parfaite, à 4.100 km. de la côte Californienne à Pearl Harbor, aux Iles Hawaï. Ce voyage était effectué pour mettre en place le nouveau matériel de patrouille de haute mer destiné à relever les appareils d'un type périmé.

La formation comportait un total de 80 hommes, commandés par le Lt Cr W. M. Mc Dade. Elle rencontra à environ 500 km. de Honolulu un violent orage mais après 1 h. 1/2 de lutte contre les éléments déchaînés les appareils purent se regrouper.

Le matériel utilisé est dérivé de celui qui composait l'escadrille de six hydravions qui, en 1934, sous le commandement du Lt Cr K. Mc Ginnis, couvrit en formation la distance de 3.800 km. séparant Honolulu de San Francisco. Un ordre de 176 appareils de ce type est en cours d'exécution pour l'aviation navale américaine.

PROGRAM MARKS ANNIVERSARY OF LINDY HOP

Dedication Of New Coast Guard Air Base Planned

S.D. Sun May 1, '37

Ten years of aviation progress, beginning with Lindbergh's history-making flight across the Atlantic, will be memorialized next week in a series of events sponsored by the city and Chamber of Commerce.

Primary incentive for the celebrations is the 10th anniversary of the Lone Eagle's takeoff from San Diego in his locally-built "Spirit of St. Louis." Lindy left for St. Louis from North Island on May 10, 1927, and continued on to New York, where he began his trans-atlantic hop May 20.

Dedication Starts Program

Dedication of the new Coast Guard air base at Lindbergh Field next Saturday will inaugurate the 10th anniversary schedule of events.

Civic leaders, representatives of the Treasury Department and the Navy will convene at a luncheon in the Air Base quarters. The base then will be open for public inspection from 2 to 4 p. m. Saturday and 10 a. m. to 4 p. m. Sunday.

'Open House' At Airport

Next Sunday, all facilities at the municipal airport will hold "open house." Among organizations participating will be Airtech, Ryan Aeronautical Co. and Western Air Express.

Ten courtesy flights will be given approximately 200 San Diegans on one of the new 21-passenger Douglas airliners of TWA, beginning 10 a. m. Sunday. A similar craft of United Air Lines will in the meantime be on exhibition.

Mrs. Lindbergh Remembered

A "Mother's Day" greeting wi be sent next Sunday by the Avia tion Committee of the Chamber Commerce to Mrs. Evangelin Lindbergh, mother of the Lon Eagle, at her midwestern home.

On Monday, May 10, the actual anniversary date, covers which have been pouring into the Chamber of Commerce from all parts of the country will be air-mailed to the senders with a special cachet stamped on the envelopes. To Lindbergh himself an aerial picture of the field which today is a monument to his flight will be sent by the Chamber of Commerce.

Bonds for the municipal airport were voted September, 1927, and work on the dredging was started the following December.

To Recall Progress

"One of the purposes of this celebration," Tom Bomar, secretary of the Chamber of Commerce aviation committee, which is sponsoring the anniversary celebration, said yesterday, "is to recall for the people of San Diego the great strides that have been made in aviation here in the past 10 years."

Today San Diego boasts a first class airport and aviation base, three commercial aircraft concerns (Consolidated, Ryan and Solar), two seaplane ramps and a $400,000 Coast Guard air base. And work still continues on the improvement of Lindbergh Field.

In the CHART HOUSE

S.D. Sun May 21, 1937

By HAROLD KEEN

LAST Tuesday Major Reuben H. Fleet, president of Consolidated Aircraft Corp., held the center of the stage in San Diego and he made good use of the spotlight focussed on him.

He had just signed an agreement to boost the wages of 3295 workers 10 per cent, and while other executives of the plant may have been inclined to begrudge the employees their newly-won advantage, not so the top man of the organization.

Because he's boss, his position on many matters may, of course, be misunderstood by the factory employe, who may not realize the sometimes appalling production problems which confront Maj. Fleet.

At heart, however, last Tuesday he showed himself to be just an Army man with a devotion to the theory of "playing the rules of the game."

"All my life, I've tried to abide by the rules," he commented after he laid down the pen which placed his signature on the agreement, "and now that the Government has laid down certain rules, I want to play according to them." Which meant he did not intend to be a stubborn industrialist bucking the Wagner Labor Act.

It, consequently, was a pleasure for the writer to meet Maj. Fleet for the first time under circumstances such as this. Somehow when he mentioned his ambitions of expanding the plant to the point where 10,000 workers are necessary, he didn't sound as though he were talking through his hat.

UNFILLED ORDERS HIT $13,000,000 AT CONSOLIDATED

S.D. UNION MAY 4, 1937

Backlog for Coast Plants $56,000,000; Work Under Way on 462 Army Planes.

Aviation construction in southern California had one of its best months in April, with $56,000,000 of back orders on hand, a survey disclosed yesterday.

Consolidated Aircraft Corp., at San Diego, reported $13,000,000 in unfilled orders.

At Los Angeles, Douglas Aircraft led the builders with $23,000,000 in unfilled orders, The Associated Press reported. North American aviation had $7,000,000; Northrup Corp., $6,000,000; Lockheed aircraft, $4,000,000, and Vultee Corp., $4,000,000.

Of the 700 fighting ships ordered for the U. S. army, 462 are being built in southern California plants, The Associated Press reported.

CONSAIR SETS SALES RECORD

S.D. SUN MAY 4, 1937

Southern California is the aircraft manufacturing capital of the United States, and San Diego's Consolidated Aircraft Corp. is the second largest producer in this region.

This was revealed today as aviation concerns reported the amount of unfilled orders on hand. Consolidated, with a $13,000,000 backlog, is second to Douglas Aircraft Corp. of Santa Monica, which has $23,000,000 in unfilled orders.

Following these leaders are North American Aviation Corp., $7,000,000; Northrup Corp., $6,000,000; Lockheed Aircraft Corp., $4,000,000, and Vultee Corp., $4,000,000. Of 700 U. S. Army planes now under construction, 462 are being built in Southern California plants, the survey showed.

$685,000 Raise for 3850 On Consolidated Rolls

S.D. EVENING TRIBUNE MAY 6, 1937

An annual payroll increase of approximately $685,000 for 3850 hourly-paid and salary employes at Consolidated Aircraft Corp. went into effect over the week-end, as a result of a blanket 10 percent raise in pay, officials at the aircraft plant report. Consolidated's annual payroll now is in excess of $6,100,000.

Only 14 at the plant did not get a raise. They are executives. When Maj. R. H. Fleet, president, signed a labor agreement last week with Aircraft lodge No. 1125, International Association of Machinists, he agreed to a 10 percent increase in wages for 3295 hourly-paid employes who were affected by the agreement, and said that action would be taken to insure fairness to employes at the plant not covered by the agreement. The result was a blanket 10 percent increase for 3850 employes.

The $6,100,000 annual payroll of Consolidated is significant in that the firm has been in operation here only 20 months. Consolidated Aircraft Corp. was founded 14 years ago this month, on May 29, 1923, by Fleet. Before moving the plant to San Diego from Buffalo, N. Y., in the summer of 1935, Fleet spent more than five years in surveying all cities in the United States having more than 100,000 population, to select the best location for the factory.

"Twice a year I flew around the country examining localities and municipal airports," said Fleet. "We wanted a site on a publicly-owned and operated airport having publicly-owned waterfront on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, in a

(Continued on Next Page, Col. 7)

3850 GET $685,000 IN CONSOLIDATED RAISE

CONTINUED FROM PAGE ONE

southern clime unhampered by snow and ice and yet not unbearably hot, with all-year-round flying weather for test flying and flight deliveries."

The answer was San Diego, and since work was started in the new factory at San Diego in September, 1935, the number of employes has jumped from 600 to 3850. The value of the plant on Lindbergh field, including building, machinery and equipment, is approximately $1,500,000.

During the 12½ years before Consolidated moved to San Diego the firm manufactured and sold more than $23,000,000 of aircraft and parts, and unfilled orders booked at the time of starting work here amounted to approximately $9,000,000.

Today, the backlog of unfilled orders at Consolidated is approximately $13,500,000, representing 155 planes, including spare parts. During the 20 months of operation at San Diego Consolidated has manufactured 110 planes, valued at approximately $7,500,000.

With the 10 percent increase an increase in overtime pay also went into effect. Overtime is paid at the rate of one and one-half times hourly rate, instead of at the rate of one and one-third, formerly in effect.

3850 BENEFIT IN $685,000 PAY BOOST AT CONSOLIDATED

S.D. UNION — MAY 7, 1937

Wage increases totaling $685,000 annually for 3850 employes of Consolidated Aircraft Corp., bringing the annual payroll to $6,100,000, went into effect at the plant last week-end, company officials announced yesterday.

Only 14 at the plant did not get a raise. They are executives. When Maj. R. H. Fleet, president, signed a labor agreement last week with Aircraft lodge No. 1125, International Association of Machinists, he agreed to a 10 percent increase in wages for 3295 hourly-paid employes who were affected by the agreement, and said that action would be taken to insure fairness to employes at the plant not covered by the agreement. The result was a blanket 10 percent increase for 3850 employes.

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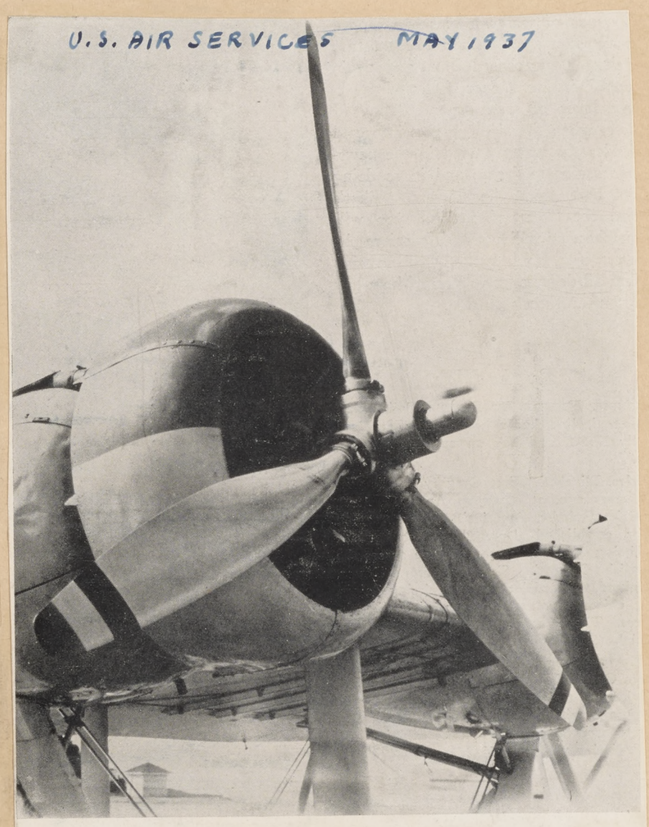
U.S. AIR SERVICES MAY, 1937



PROPELLER INSTALLED ON A GEARED "CYCLONE" IN A NAVY CONSOLIDATED PATROL FLYING BOAT

A Squadron of the Consolidated Patrol Boats Equipped with These Propellers Made a Record Flight from San Diego to Hawaii in Mass Formation

Air Industry Booms Here

Plane Factories Have $43,000,000 of Back Orders, Report Says

With $43,000,000 worth of back orders on hand, enough work to keep them busy for more than two years without booking another pennyworth of business, and with airline passenger and express service increasing, Los Angeles aviation industrialists yesterday reported that April was the best month in their history.

A Chamber of Commerce statement showed Douglas Aircraft Corporation leading the list of builders with $23,600,000 in unfilled orders on its books.

OUTSTRIP NATION

Next came North American Aviation, $7,000,000; Northrop Corporation, $6,000,000; Lockheed Aircraft Corporation, more than $3,000,000, and the Vultee Corporation, $4,000,000.

By April 30 Los Angeles had far outstripped the rest of America in aircraft construction. Especially were its United States Army orders in the van, with 462 of the 700 fighting ships for 1937 ordered from local plants.

EXPANSION CONTINUES

Expansion, too, continued apace, the report disclosed.

More than $300,000 will go into added ground space at the North American Aviation Corporation's factory at Municipal Airport. Lockheed is completing a $1,000,000 expansion program at Burbank. And Vultee officials disclosed that their mounting export trade has caused an increase in their factory staff of 675 men.

BUILDING SKY GIANT

Among pertinent features of April's aircraft building program was the progress of Douglas' four-engined, forty-passenger ship. Financed by a five-way pool among the major airlines, the sky giant will cost $1,000,000. It will be ready next fall. On a production basis, the craft will cost $250,000.

Menasco Motors and Thompson Products are thriving in the Los Angeles field, the chamber's report stated. The latter corporation, an eastern parts manufacturing firm, has purchased a factory at Bell

SCHEDULES SLASHED

In the airlines, United announced the beginning of its 15h., 20m. schedule to New York on larger ships. Western Air Express, working with United, slashed a half-hour from its Los Angeles-Salt Lake City run by using larger, faster equipment.

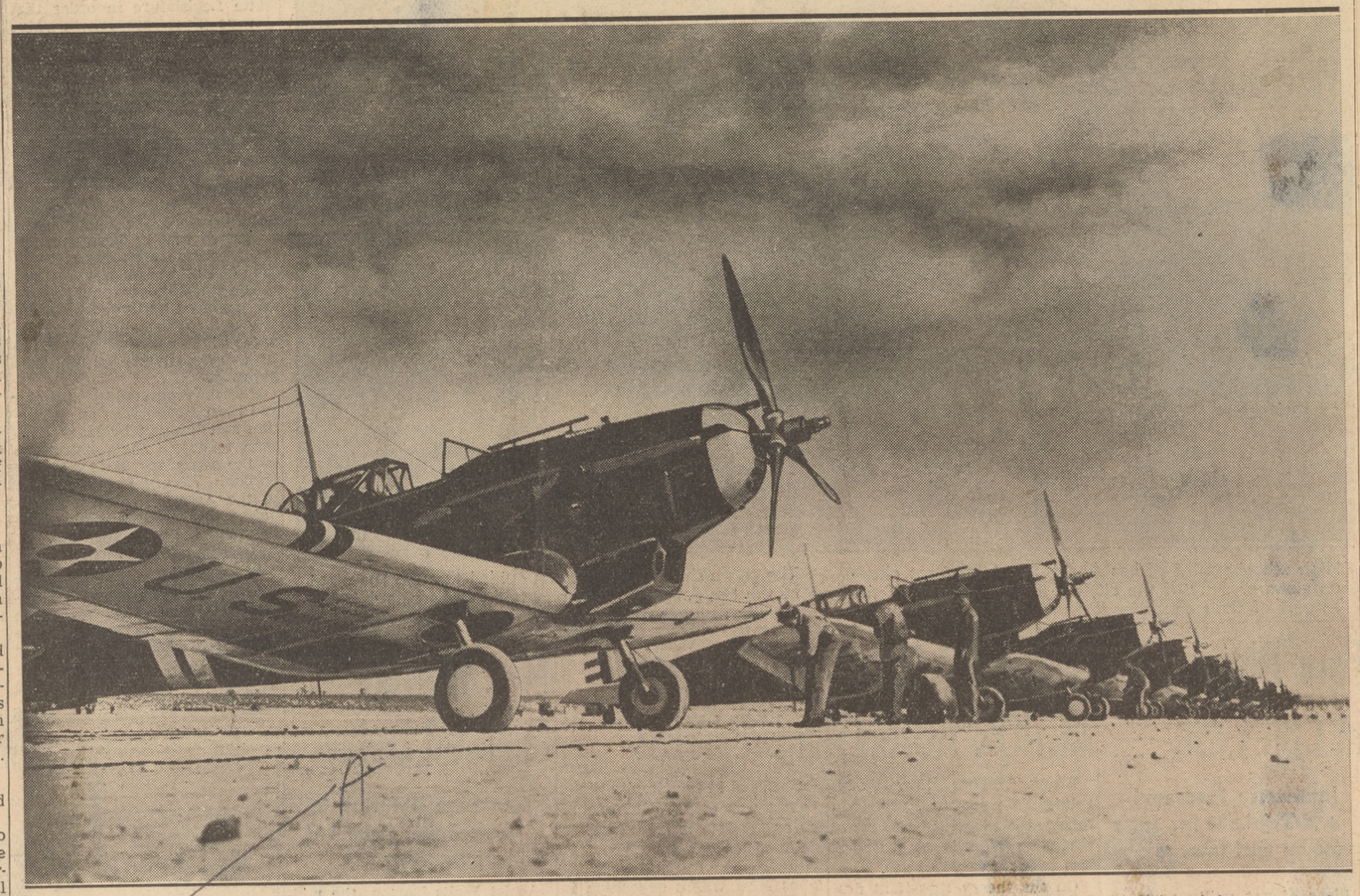
Fourteen hour service will be inaugurated across the nation by TWA in June, the report continued.

INCREASE REPORTED

American Airlines announced a 44 per cent boost in its passenger business over 1936, and 34 per cent over the previous month of 1937.

Meanwhile, air express carriage leaped 72 per cent in poundage over March, it was stated. One new company, Coastal Air Freight Lines, hauling air baggage north from Los Angeles, was formed.

ARMY'S CRACK SKY FIGHTERS FLOCK TO SOUTHLAND



Arriving at Muroc Dry Lake, fifteen of the Army's finest pursuit planes —all P.B.-2 B's—are shown as they are being tied down at the Army Air Corps camp established there. They have just arrived from Langley Field, Va., and will be based on the famed dry lake while engaging in general headquarters force maneuvers. Wide World photo

Enlisted personnel of the Army Air Corps' camp established at Muroc Dry Lake as they receive their issue of blankets in preparations for settling down to take care of flock of Army planes that will base there during maneuvers. Wide World photo

U.S. AIR SERVICES MAY, 1937

Official photograph, U. S. Nav

TWELVE PATROL-BOMBERS (PBY-1) OF THE U. S. NAVY FLEW NONSTOP AND IN FORMATION FROM SAN DIEGO, CALIF., TO HONOLULU, T. H., IN 21 HOURS, 21 MINUTES, LEAVING SAN DIEGO ON APRIL 12TH AND ARRIVING AT HONOLULU THE NEXT DAY

These Patrol-Bombers were Built by Consolidated Aircraft Corporation, San Diego, and the Flight was a Routine Trip to Ferry These New Airplanes to the Fleet Air Base at Pearl Harbor, T. H. Each Airplane Was Powered with Two 850 H-P. Pratt & Whitney R. 1830-64 Engines. Commanding Officer of Patrol Squadron Eleven, the Official Designation of This Group of Airplanes, is Lieut. Comdr. Laverne A. Pope, U.S.N.

La Prensa 14 de Marzo de 1937
(argentina paper)

DOCE GRANDES HIDROAVIONES MILITARES en la base naval estadounidense de San Diego, en California, durante los recientes preparativos para un vuelo en patrulla hasta las islas Hawaii

S.D. TRIBUNE
MAY 12, 1937

54TH PLANE READY FOR NAVY DELIVERY

Consolidated Aircraft Corp. has completed the 54th plane of a 60 patrol bombing plane order for the navy under a $6,600,000 contract, officials of the firm report. Of the 54 planes 53 have been delivered, with the newest plane scheduled for delivery this week. The planes are of PBY-1 designation. The first plane of a $4,993,000 PBY-2 contract for 50 planes is to be tested here next week, with delivery expected to be started in June. A trial board of 10 naval officers from the bureau of aeronautics, navy department, Washington, D. C., and the fleet is expected here to observe the tests. Consolidated officials report that construction has been started on parts for a $6,021,000 contrct for PBY-3 planes.

53 BOMBERS DELIVERED TO NAVY BY CONSOLIDATED ON BIG ORDER

S.D. UNION — MAY 12, 1937

Completion of construction on 54 of 60 patrol bombing planes under a $6,600,000 contract for the navy was announced yesterday by Consolidated Aircraft Corp. officials.

Fifty-three of the planes, designated as the PBY-1 type, have been delivered and the 54th will be ready for the navy this week. Seven of the planes will be "spares."

A trial board of 10 high-ranking naval officers from the bureau of aeronautics at Washington, D. C., and the fleet will be here next week to observe tests on the first of the PBY-2 patrol bombers, completed recently.

The PBY-2 contract calls for construction of 50 planes at a cost of $4,993,000 in the Consolidated plant. Delivery on the PBY-2 type to the navy probably will start next June.

Manufacture of parts and part assembly of the PBY-2 planes are under way at the plant.

Consolidated officials said yesterday that construction also has been started on parts for the PBY-3 planes which will be built under a $6,021,000 contract.

Charles A. Van Dusen, vice president and works manager at Consolidated, said, "We understand the navy is tremendously pleased because Consolidated has not only met, but has exceeded delivery requirements on the PBY-1 contract.

"As many as four planes in one week and 14 planes in one month have been delivered from Consolidated to the navy.

"The production ability of the Consolidated plant has proved to the satisfaction of the company's officers that the plant is superbly designed for aircraft manufacture."

CONSAIR STARTS 50 NEW PLANES

S.D. SUN — MAY 12, '37

With work on the first Navy contract for 60 patrol bombers nearing completion, the Consolidated Aircraft Corp. plant today was being geared to high-speed production of 50 planes in a second order.

Fifty-four of the 60 PBY-1 planes in the initial $6,600,000 contract will have been completed by the end of the week, company officials reported today.

After a trial board from the Bureau of Aeronautics, Washington, stamps its approval on the PBY-2 craft, scheduled to undergo official tests next week, assembly work on 50 of these planes costing $4,993,000 will be started. Parts are already under construction for this type as well as for the PBY-3 planes, of which 66 will be built under a third contract, calling for expenditure of $6,021,000.

May 12, 1937 SAN DIEGO CLUB LIFE

"Labor Troubles" at End, Consair Plant Reported Secretly Building Gigantic 200-foot Flying Boat

Without rioting or "sit-downing," Consolidated Aircraft employees and Maj. R. H. Fleet, energetic head of this big San Diego plane factory, have just signed a labor pact which means an increase in pay for 3,295 of the 3,840 employees, plus certain other agreements as to hours and conditions of employment.

Meanwhile, Maj. Fleet announced his dreams of continuing the growth of Consolidated to eventually include 10,000 on the payroll in a plant covering 40 or more acres.

Closely guarded by the government, the plant last week was rumored busy on plans for a 200-foot wingspan flying boat, which will be the largest flying boat ever built in this country. Whether true or not, this rumor recalls the published scheme of the firm's engineers that a 200-foot airboat is "practical." This was disclosed in the first issue of the "Consolidator," some time ago.

KEPT SECRET

Details of such experimental projects, however, are kept secret because of commitments to the government. Routine work of the firm now is centered in the construction of the big 104-foot span airboats for the Navy and other purchasers.

Expansion of the Consolidated factory has been rapid. On March 3, 1936, six months after the plant started operations, Maj. Fleet announced plans for increasing its size by the construction of a three-story experimental building to the south and by widening the existing main building, at a cost of $600,000. The new addition occupies an area 300 feet by 200 feet, and the new addition to the main building is 50 feet by 900 feet. Work on the addition was completed last fall, virtually doubling the floor space by an increase from 240,000 square feet to 440,000 square feet. In March last year there were 2000 employed, and this number had risen to 2300 by last July, 11 months after the plant opened. More employes were added last fall and early winter, and by Jan. 1 this year there were 3613 on the Consolidated payrolls. Today, four months later, there are 3840.

"Port Director Joe Brennan looked puzzled when Consolidated first asked for so much land at Lindbergh field," said Fleet. "Now we have 22 acres, with an option on 10 additional acres."

FOUR PLANES WEEKLY

In the first of three navy plane orders, with a total valuation of nearly $20,000,000, Consolidated has been turning out four planes a week, it was reported at the plant. The first plane of the second order is to be flown early in May, and Consolidated officials expect that the first plane of the third order will take to the air in July for its trials. The three orders comprise 176 planes, with spare parts amounting to the equivalent of 211 flying boats.

Pointing out that Consolidated Aircraft Corp. today is America's second largest aircraft manufacturing plant, and one of the most modern in the world, turning out planes which are flown on every continent, Maj. Fleet declares he looks for a continued expansion in the company's plant. He expressed complete satisfaction over the signing of the labor agreement affecting wages, hours of work and other employment conditions of the hourly-paid employes, and declared that "we hope and believe that the amicable agreement with Aircraft Lodge No. 1125, International Association of Machinists, affiliated with the American Federation of Labor, will be a pattern to govern other companies in our line of business in this country in their dealing with organized labor."

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Completion of the new giant bombardment plane, now under construction at Boeing Aircraft Co., Seattle, will enable the Army Air Corps to determine the type of bomber from which it can receive maximum service.

Already in use are the twin-engine Martin Bombers, representing the smaller, light weight-carrying craft, and capable of great speed; the Boeing YB-17's, known as the "Flying Fortress," a medium-size plane; and the new development, a large, maximum weight-carrying machine, successor to the YB-17.

The Air Corps, it is believed, will compare all three, to decide which type is most desirable from engineering, tactical, and operating standpoints.

Under cover of utmost secrecy, the latest Army Air Corps project has been progressing for more than two and one-half years. The plane is a four-engined, all metal, mid-wing type monoplane, basically similar to the "Flying Fortress," though larger because of additional weight-carrying capacity.

The Army long has been trying to solve its large bombardment airplane problem. Back in the period from 1920 to 1925, the Barling Bomber was designed, a tri-plane with a wing span of 120 feet, and powered by six Liberty engines. Capable of a maximum speed at sea level of 96 miles per hour and a service ceiling of 7275 feet, the plane established world's records of that time for altitude, duration of flight and weight-carrying. S.D. SUN 5/12/37

BOMBER SOLD TO ARGENTINA AWAITS TEST

S.D. SUN — MAY 13, 1937

Southern Nation Sends Navy Officer To S. D. For Consair Plane

First of six patrol bombers being built by Consolidated Aircraft Corp. for the Argentine government will be given flight tests next week, with Lieut. Julio Bachini, Argentine naval inspector at the plant, and Capt. Zar, head of the South American Republic's naval aviation corps, as official observers.

Capt. Zar is en route to San Diego to accept delivery on the plane, a P2-Y3 model, which is predecessor to the PBY-1 bombers now being completed for the U. S. Navy.

Design Proved Good

Comdr. Knefler McGinnis led a squadron of six P2-Y3s in a mass flight from San Francisco to Honolulu in 1934, setting a world record which since has been eclipsed twice—by Consolidated-built PBY-1s which flew from San Diego to Hawaii.

Whether the planes will be shipped by freighter or flown to Argentina will be decided by Capt. Zar when he arrives here.

New Type Tested

Meanwhile, as work on the contract for 50 PBY-1 U. S. planes neared completion, Chief Test Pilot William Wheatley yesterday began preliminary trials on the first PBY-2 off the assembly lines. Next week, a Naval trial board from the Bureau of Aeronautics will test the plane, one of 60 in a second contract. Parts are already being built for the 66 BPY-3s comprising the third Navy patrol bomber contract held by Consolidated.

Company officials said the final PBY-1 would be delivered to patrol squadrons at North Island by the end of the month, and that production on the PBY-2s would start immediately thereafter.

Off To New Guinea

The first PBY-1 to be sold for commercial purposes will be flight-tested late next week for Richard Archbold, research associate of the American Museum of Natural History, who plans to use the de-militarized craft on a scientific expedition to New Guinea next December.

Archbold will fly the plane on a "shakedown" round-trip from San Diego to New York before leaving the mainland in December for Hawaii, following the Pan-American Airways' route on to Guam or Wake, and then cutting down to New Guinea.

S.D. SUN MAY 12, 1937

SERVICE NOTES

Navy Bombers On Special Tactics Flight To North

By HAROLD KEEN

The six new Consolidated patrol bombers of Squadron VP-9 were maneuvering in special aerial tactics off Port San Luis, halfway between Los Angeles and San Francisco.

The planes, led by Lieut.-Comdr. J. B. Sykes, soared away from San Diego harbor yesterday morning for their advance base. They were preceded by the aircraft tender Thrush, which steamed north Monday.

These open-sea maneuvers are scheduled at approximately two-month intervals. Accompanying the planes on the last trip to Port San Luis was the aircraft tender Langley, which is now with the Fleet in Hawaii.

Rumors are prevalent at North Island that Patrol Squadron Nine's planes will be delivered to Pearl Harbor in the third mass flight from San Diego this year. Time has not been definitely set. Personnel of the squadron then would return to the local Naval Air Station and take over a dozen new bombers.

Officers and men of Patrol Squadron 11 will return to San Diego with the remainder of the Fleet, probably at the close of this month. VP-11 successfully delivered 12 planes to Hawaii in a "Routine" trans-Pacific mass hop last month.

MAY 7

12 PLANES OFF ON 3-DAY NAVY EXERCISES

TRIBUNE

Twelve navy patrol planes took off from San Diego bay this morning to engage in three days coastal exercises which will take them as far north as Port San Luis, on the coast near San Luis Obispo. The flight is under command of Lt. Robert Morse, commanding VP-3 squadron. As the planes left San Diego, word was received here that the U.S.S. Gannet and U.S.S. Sandpiper, which acted as station ships during last month's 12-plane flight from San Diego to Honolulu, are en route to San Francisco from Hawaii. They left Pearl Harbor over the week-end and are due at San Francisco, May 26, remaining there for the Golden Gate bridge celebration. The U.S.S. Tarpon, new submarine en route to San Diego from the east coast, is posted for arrival here at 7 a.m. Wednesday.

STOWAWAYS

Navy Wars on Fleas Aboard Planes

California fleas and mosquit are not wanted in Hawaii therefore the navy departm has ordered that all Consolidat built navy airboats be thoroug sprayed with insecticide bef taking off from San Diego for islands.

The navy department order issued at the behest of the circ quarantine inspector of Honol

It was unofficially reported yesterday that the behest was voiced after a dog belonging to one of the Hawaiian inspectors began to run around in circles on the Honolulu waterfront. Old-timers, it is said, agreed that nothing but a hungry California flea could make a dog act that way. Anyway, the decision for complete insecticide treatment was soon reached. The verdict is practically unanimous that the flea which caused all the trouble came from the Los Angeles harbor district.

NAVY TO SEND AIR SQUAD TO PAN

By United Press

WASHINGTON, May 1 Navy Department plans to squadron of new patrol b planes from San Diego Coco Solo air base, Panam the next month, it was revealed

The number of planes to cluded in the squadron a date for the takeoff have n definitely fixed, it was saidint

Navy officials characterizti flight as "routine," the pr being a combination of lor tance flight training and t livery of the planes from t tory to the area where th serve. While the flight is for nonstop, plans have bee for a landing at Acapulco if necessary.

S.D.SO MAY 15

PANAMA PATROL PLANES FLY TO PORT SAN LUIS

Maneuvers Off Central California Coast To End This Week

SUN MAY 16

Officers and men of the Canal Zone's patrol bomber squadron, VP-3, today were to fly their recently delivered Consolidated airboats to Port San Luis, midway between Los Angeles and San Francisco, for open-sea maneuvers with the aircraft tender USS Thrush, the Aircraft Base Force patrol wing office at North Island reported.

Squadrons VP-12 and VP-9, stationed at the San Diego Naval Air Station, have already completed their periodic tactics at Port San Luis. Squadron VP-3 is scheduled to return to North Island Wednesday, with the Thrush due back in the harbor on the same day.

The maneuvers off the central California coast will be doubly important for the personnel of VP-3, inasmuch as the plane crews will be given added opportunity to test their new airboats in actual flight problems prior to leaving San Diego on a delivery hop, to Panama early next month.

Meanwhile, patrol plane squadrons at North Island are still awaiting expected orders regarding participation in the mass flight over San Francisco Bay in connection with the Golden Gate Bridge Fiesta beginning May 27. Lead by Vice Adm. Frederick J. Horne, commander Aircraft Battle Force, practically all land planes attached to the aircraft carriers Saratoga, Lexington and Ranger have already been listed as certain to take part in this aerial review.

S.D. TRIBUNE MAY 18, 1937

NAVY IN TEST OF S. D.-BUILT BOMBERS

Test flights on the first of the new PBY-2 patrol bombers, being built by Consolidated Aircraft Corp. here for the navy, are being made this week, it was announced at the plant today. The first test flights were made yesterday, and the plane was aloft again today.

The PBY-2 contract calls for construction of 50 planes at a cost of $4,993,000, with delivery expected to be started next month. A trial board of 10 high-ranking naval officers from the bureau of aeronautics at Washington, D. C., is expected to be here later this week to observe the tests.

Construction of 54 of 60 patrol bombing planes of the PBY-1 type was completed last week. The PBY-1 contract was for $6,000,000. Meanwile, construction has been started on parts for a third group—the PBY-3 type, which will be built under a $6,021,000 contract.

The question of how an order of Consolidated-built planes for the Argentine government will be sent to the South American country—whether by shipment or by flight—will be decided within a few days. An Argentine naval air force delegation, headed by Capt. Marcos A. Zar, chief of Argentine naval aviation, is in San Diego now, it was reported today.

All Hands Soon Ordered To 'Man Spray Guns'

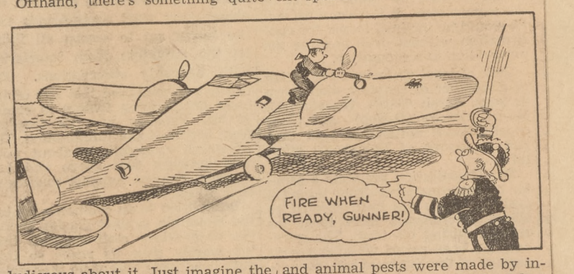
S.D. TRIBUNE MAY 20, 1937

By NEWELL JONES

And now the admiral will be saying, whenever the flying boats prepare to shove off from San Diego for Honolulu, "all hands on deck and man the spray-guns."

That no vagrant, hitch-hiking California flea, mosquito or similar pest may sneak across the Pacific by plane to sully the Hawaiian shore, it has been decreed that the Consolidated - built navy patrol planes must be completely sprayed with insecticide before departing for the islands.

Offhand, there's something quite ludicrous about it. Just imagine the officer of the deck shouting, "A little more phlitt on the port wing, boys!" But behind it there's a story of a quiet, unseen warfare that's constantly waged on a thousand fronts—man's battle against agricultural pests. A California bug transplanted in Hawaii, or vice versa, may become a billion-dollar menace to orchards, fields or livestock.



U. S. Mail Examined

California itself is o... leaders in protecti... importation of ... is of entry, the coast and in... state and county agricultural inspectors examine incoming ship, truck and auto for the tiny menaces.

No potential carrier of the pests is overlooked. Even the mails are examined. They, too, may carry hidden dangers; collectors ship butterflies and other insects all over the world, fruits and vegetables are mailed between friends, and a wide variety of trees and plants are always in the mail.

So down in a corner of the post-office here, officers of the state department of agriculture's plant quarantine service and inspectors from the office of R. R. McLean, county agricultural commissioner, may be found studying minutely a bundle of young trees, a basket of fruit or a box of moths. If a destructive insect or other parasite is discovered, the consignee of the shipment is promptly notified and the shipment destroyed. And the collectors' specimens must have been shipped dead.

Nor is the danger imaginary, or even overdrawn. Officials of the department recently pointed to a single month's interceptions as an example of the constant discovery of material which might become a source of serious and costly attacks upon California crops.

Bulb Flies Discovered

During the month, The Associated Press reports from Sacramento, 477 interceptions representing 59 different species of insect, disease, weed and animal pests were made by inspectors in plant materials taken from the baggage of travelers or from their vehicles at the border highway inspection stations alone.

At a station up along the California-Oregon border, bulb flies were discovered in a shipment of Irish potatoes. This was a particularly important discovery, because it was not known before that potatoes were carriers of the pest.

East of San Diego, over at Yuma, he inspectors discovered one day in single small potato of a Texas ipment destined for Los Angeles one of the most serious threats to California agriculture—sweet potato weevils.

Seeds of the loco weed was found in grass packing of pottery from Mexico. Its finding may have averted at some future time the poisoning of California livestock, for plants of the loco weed are poisonous to stock.

A specimen of what is believed to be a new species of citrus feeding thrips was intercepted on a grapefruit.

Hickory nut weevils and pecan shuck worms, both potential threats to California's developing pecan industry, were another of the month's discoveries.

An innocent appearing box of books contained another menace. Packing in the box, which was being carried by a motorist, contained seed of the white horse nettle.

And on 123 different occasions, one of the more restructive scale

200 FLYING TO S. F. IN S. D. NAVY PLANES

TRIBUNE MAY 21

Two hundred officers and men will fly to San Francisco from San Diego May 27 in four squadrons of naval patrol planes to participate in the Golden Gate bridge opening celebration, according to report by Lt. Comdr. George D. Price, commander patrol wing. Squadrons and their commanding officers are VP-3F, Lt. Robert W. Morse; VP-7F, Lt. Comdr. Robert L. Fuller; VP-9F, Lt. Comdr. James B. Sykes; VP-12F, Lt. Comdr. James E. Dyer.

S.D. SUN MAY 21, 1937

CONSAIR TESTS P2Y3 BOMBER

While a P2Y3 Consolidated patrol bomber today was being prepared for test flights for Argentine Naval observers, officials of the aircraft concern were completing arrangements for the production schedule on the remaining five similar craft to be delivered to Argentina.

Delivery of the first airboat will take place next month, one more in July, two in August and two in September, company officials reported today.

Capt. Marcos Zar, chief of Argentine Naval aviation, arrived in San Diego early this week at the head of a delegation of three aviation experts who will observe tests on the first plane in the order. The P2Y3 is predecessor of Consolidated's PBY-1 airboat on which the U. S. Navy has been taking delivery.

CONSAIR LEADS WAY IN GROWTH OF SAN DIEGO

S.D. SUN MAY 30

176 Bombers Under Way For Navy; Experimental Work Hastened

San Diego's largest industry —Consolidated Aircraft Corp. —today is possessor of three United States Navy contracts totalling $19,000,000, a contract with the Argentine government for approximately $1,000,000, and is supervising the establishment of mass production in Russia of huge airboats.

Engineers In Russia

Its three Navy orders call for the construction of 176 twin-motored patrol bombers and parts for about two score additional planes. Of these, approximately 60 have been delivered to patrol squadrons at North Island in San Diego harbor, 24 have been flown to their permanent bases in Pearl Harbor, with record-breaking performances recorded in flights of the two 12-plane squadrons across the Pacific.

Six planes for the Argentine navy are nearing completion at the San Diego plant. A corps of engineers has been sent to Russia by Consolidated to supervise large-scale construction of airboats whose manufacturing rights have been purchased by the Soviet Union.

Expansion Rapid

Rapid expansion of the plant's facilities since it moved from Buffalo, N. Y., to San Diego in August, 1935, has caused large increases in personnel, and today the company employs approximately 3800 persons.

For more than five years before moving to San Diego, Consolidated officials carefully surveyed all cities in the United States having more than 100,000 population. The ideal was found in San Diego, which met the requirements of President Reuben H. Fleet, as outlined by him in his address dedicating the new plant Oct. 20, 1935

Experimental Work

"We wanted a site on a publicly owned and operated airport having publicly owned water front on a good but not congested harbor, with a seaplane base and ramp on adjacent protected water, in a city large enough to furnish a reasonable supply of labor and materials, in a Southern clime unhampered by snow and ice, and yet not unbearably hot, with all-year-round flying weather for test flying and flight deliveries."

Secret experimental work now is well under way at the plant to develop military and commercial planes of unprecedented size and power. New Navy contracts are anticipated, and continued capacity use of this largest producer of military planes in the country is assured for many years.

Vanguard of Fleet Due In Port Next Friday

TRIBUNE MAY 21

Forty San Diego-based warships will arrive in port here from Honolulu a week from today, with three vessels posted for arrival from Hawaii a week from tomorrow, according to an official navy release received here today. Meanwhile, 14 locally-based ships are posted for arrival at San Francisco a week from today, remaining there for the Golden Gate bridge opening ceremonies before continuing on to San Diego.

Three tenders, the U.S.S. Dobbin, U.S.S. Whitney and U.S.S. Melville, and four minesweepers, the U.S.S. Rail, U.S.S. Kingfisher, U.S.S. Brant and U.S.S. Robbin, are posted for arrival in port here at 9 a.m. next Friday. The remaining 33 ships are destroyers and one light cruiser, with no announcement yet as to the actual hour of their arrival in San Diego. They are the destroyers Borie, Perry, Trevor, McCormick, MacLeish, Simpson, Truxtun, Goff, Bainbridge, Reuben James, Southard, Chandler, Hovey, Long, Dallas, Hopkins, Brooks, Fox, Gilmer, Williamson, Barry, Humphreys, King, Lawrence, Dewey, Hull, MacDonough, Worden, Farragut, Dale, Monaghan and Aylwin, and the light cruiser Richmond. No movement report was released on the submarine tender Holland or the submarines, although it was reported that the U.S.S. Bushnell, submarine force flagship, and the submarines S-1

(Continued on Next Page, Col. 1)

and S-30 would arrive here May 29.

The S-1 and S-30 are reported en route to the east coast, since, effective yesterday, the home port of the S-1 was changed to Philadelphia and that of the S-30 to New London, Conn.

The ships going to San Francisco direct from Honolulu will arrive there at 3 p.m. next Friday, it was reported. Locally-based ships en route to that port are the light cruisers Concord, Trenton, Cincinnati, Memphis, Milwaukee and Detroit, the destroyers Broome, Wasmuth, Zane, Sturtevant, Childs and Sands, and the base force aircraft tenders Wright and Langley.

The fleet's maneuvers in the Hawaiian islands this spring have been "highly successful," reports Capt. Andrew C. Pickens, former chief of staff to Adm. Arthur J. Hepburn, commander-in-chief, United States fleet. Pickens arrived in San Pedro yesterday from Honolulu, en route to Washington, D. C., where on June 17 he will be made a rear admiral and become chief of the bureau of ordnance, The Associated Press reports.

"The new long-range patrol planes did particularly fine work in sustained scouting operations far from bases," said Pickens. "This year's exercises are probably the most strenuous problem the fleet has had in many years, but ships, planes and men withstood the exacting requirements in remarkable fashion."

North American Magazine

Consolidated— May 1, 1937

On April 12-13 twelve Consolidated PBY-1 patrol space bomber airboats, under the command of Lt. Commander L. A. Pope, made a non-stop formation routine delivery flight from San Diego Bay to Pearl Harbor, Territory of Hawaii. The distance of 2553 miles was completed in 21 hours, 31 minutes.

Consolidated men, without group insurance, who are convalescing from illness, are enabled to earn a few dollars in a novel way. Miscellaneous nuts and bolts which had been accumulating in a hopelessly mixed state to an alarming degree had been a constant source of annoyance to foremen and clerks. These are now brought in large pans to the bedsides of laid-up men. They separate the steel from dural by means of a magnet and the resultant sorted material is returned to the factory in paper bags where it is weighed up and credited to the one who has done the sorting. The work occupies a goodly portion of their time and keeps them from thinking how slowly the hands move around on the face of the clock.

ARGENTINE PLANES WILL BE SHIPPED

S.D. UNION 5-20-37

Decision of the Argentine government to ship by chartered steamer from San Diego rather than to fly to Rio de Janeiro the six Consolidated airboats nearing completion at the Consolidated factory on Lindbergh field, was announced yesterday b Capt. Marcos Zar, chief of Arge tine naval aviation.

Whether an Argentine freigh or American freighter will be u in transporting the planes to has not been decided. Some t ago efforts were made to induce th South American republic to fly th planes direct from San Diego to th Naval Air station near Rio. Th plan was abandoned because of th expense involved in sending a larg number of Argentine aviators an mechanics here for special trainin in preparation for such a long a hazardous flight.

Consolidated officials said the sh airboats will be ready for delivery in July.

LT. DEAM TO LEAVE CONSOLIDATED POST

S.D. SUN MAY 30

Lieut. Frank E. Dean, assistant inspector of Naval aircraft at Consolidated Aircraft Corp., has been ordered transferred to Patrol Squadron 11, attached to the San Diego aircraft tender USS Langley. Lieut. Dean's orders are to take effect Tuesday, and he will be relieved by Lieut. Henry J. McRoberts, who has been taking a post-graduate course at Annapolis.

Lieut. Dean, who has served at Consolidated for the past six months, has specialized in the field of Naval inspection, having been assigned to the Stearman Aircraft Co., Wichita, the Great Lakes Aircraft Corp., Cleveland, and the Douglas Aircraft Co., Santa Monica, prior to his local duty.

S.D. UNION

36 NAVY PLANES RETURN FROM S.F.

JUNE 2, 1937

Rear Adm. Ernest J. King, fleet patrol wing commander, will arrive here from San Francisco aboard the tender Wright tomorrow morning. Accompanying the Wright will be the tender Langley.

Four squadrons of 36 Consolidated navy air boats that flew from San Diego to San Francisco last week to participate in the dedication of the Golden Gate bridge, returned to North island yesterday morning.

Vice Adm. Frederick J. Horne, commander aircraft, battle force will land at the Naval Air station advance of the aircraft squadro and will maintain his offices ashc during the summer air concentr tion, June 5 to Sept. 1.

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Navy Bombers Make Fast Time On Hop To S. F. Fiesta

Flight Of 36 Planes Leaves San Diego At Dawn In Mass Formation

SUN MAY 27

Encountering no difficulty despite lack of headwind to help lift the planes from the water, 36 Consolidated patrol bombers of four squadrons took off at daybreak today in a mass flight to San Francisco where they landed at 10:20 a. m., the Aircraft Base Force duty officer reported.

Commanded by Lieut. Comdr. George D. Price, the big airboats tomorrow morning will join land planes of the aircraft carriers Ranger, Saratoga and Lexington in a gigantic demonstration of Naval air strength over San Francisco in connection with the Golden Gate bridge fiesta.

Take Off in 57 Minutes

The takeoff this morning, third for a mass flight of Consolidated bombers this year, was accomplished in 57 minutes. The first plane, of Squadron VP-7, left the water at 4:21 a. m. and the final airboat, of Squadron VP-3, with Lieut. Comdr. Price at the controls, was in the air at 5:18 a. m.

The planes taxied to an area near the municipal piers and took off in a westerly direction. There was perfect visibility and a light breeze.

215 Men on Ships

Squadrons participating are VP-7, six P2Y3 planes, predecessors to the newest Consolidated airboats, commanded by Lieut. Comdr. Arnold J. Isbell; VP-9, six PBY planes, commanded by Lieut Comdr. J. B. Sykes; VP-12, 12 PB planes, commanded by Lieut Comdr. J. E. Dyer, and VP-3 of the Canal Zone, commanded by Lieut. R. W. Morse.

A personnel of approximately 215 officers and men operated the craft. The airboats will use as their base ships the Wright and Langley, due in San Francisco today; and the Sandpiper, Gannet and Thrush, already at the northern port.

Patrol bomber squadrons have been breaking records habitually since the first mass flight to Pearl Harbor last January.

Yesterday's takeoff of 36 big airboats for San Francisco was accomplished in 57 minutes, as compared to at least that length of time required by only 12 planes on the first San Diego-Hawaii flight.

Fuel loads were smaller, but the dispatch with which the planes were launched, taxied to the beginning of the takeoff lanes and wheeled about showed vast improvement. S.D. SUN MAY 26

As a result, three dozen planes were able to take to the air in slightly over one and one-half minutes each!

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HAWAII FLIGHT CREWS HOME

S.D. SUN MAY 29

Personnel of Patrol Squadron 11, which piloted a dozen Consolidated bombers from San Diego to Hawaii in record-breaking time recently, today had returned to North Island.

After participating in the war games, the officers and men, commanded by Lieut.-Comdr. L. A. Pope, were transported to San Francisco on the aircraft tenders Wright and Langley, which arrived at the Golden Gate yesterday.

The VP-11 crew returned here yesterday in five P-H seaplanes flown from San Francisco for use in utility squadron VJ-2 at North Island. The planes, recently stationed at Pearl Harbor, were brought to San Francisco on the Wright and Langley.

First of the vessels which participated in Fleet Problem 18 due to arrive in San Francisco harbor for the Golden Gate Bridge Fiesta are the San Diego aircraft tenders, Sandpiper and Gannet. They completed their run from Pearl Harbor, Hawaii yesterday. SUN MAY 25

Another aircraft tender, the Thrush, left yesterday for the Bay area, and is expected to arrive there tomorrow to join its sister ships. These vessels, in addition to the Wright and Langley, will be used as base ships by the 36 planes of four patrol bomber squadrons which will take part in the mass flight over the new bridge Friday.

Majority of the planes will be new Consolidated PBY's, of Squadron VP-3, here from the Canal Zone to make a delivery hop of a dozen aircraft to Panama next month; and of Squadrons VP-7, 9 and 12, all based at North Island. Commanding the entire group will be Lieut-Comdr. George Price, commanding officer of the Patrol Wing at the Naval Air Station.

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EXCHANGE ADMITS CONSAIR STOCK

WLD. - SUN - MAY 26

Consolidated Aircraft Corp. stock today was admitted to listing on the New York Stock Exchange, the United Press reported to The Sun. The stock was formerly listed on the Curb Exchange.

The new listing will comprise 579,000 shares of common stock, par value $1, which are issued and are outstanding; 48,000 additional shares to be issued on official notice of issuance upon conversion of 24,000 shares of convertible $3 preferred stock, without par value, and 21,000 additional shares of common stock on official notice of issuance upon the exercise of employe stock option warrants. Consolidated common stock sold today on the Curb Exchange at 23⅞.

M'ROBERTS SUCCESSOR OF DEAM AT C. A. C.

Lt. Frank E. Deam, who has been on duty at the Consolidated Aircraft Corp. as assistant inspector of naval aircraft, leaves about June 1 for duty as a member of VP squadron 11, attached to the U.S.S. Langley. A naval academy graduate of the class of 1924, deam has served as inspector of naval aircraft at the Stearman Aircraft Co., Wichita, Kant, and the Great Lakes Aircraft Corp., Cleveland. Previous to his appointment to Consolidated Aircraft he was assistant inspector of naval aircraft at the Douglas Aircraft Co., Santa Monica. He is being relieved at the plant by Lt. Henry J. McRoberts, who has been taking a post-graduate course at Annapolis.

300 PLANES LEAD SHIPS TO S. F. AS MANEUVERS END

S. DIVISION - MAY 29

ABOARD BATTLESHIP PENNSYLVANIA, May 28 (A.P.)—The most powerful sea force in the nation's history swept into San Francisco bay today by sea and air as the U. S. fleet completed six weeks of hard-fought war games.

The fleet's arrival was the most impressive feature of the celebration opening the $35,000,000 Golden Gate bridge. Several hours before the men-o'-war steamed into the arbor, 300 fighting planes flew into the city from aircraft carriers standing off the Gate.

The 10-mile column of trim gray fighting ships gave no outward evidence of the all-night fight against a 42-knot gale. Some boats were smashed on one battleship but that was the only damage from the storm, demonstrating how aircraft carriers can ride through a gale with hundreds of planes lashed to their open decks.

Adm. Arthur J. Hepburn, commanding all fleet units, expressed admiration for the performance of the navy air forces, particularly the new giant sky patrol cruisers which accomplished perhaps the most effective work ever seen in naval maneuvers.

"Our air force is second to none," Adm. Hepburn declared.

One outstanding feature of the maneuvers was the almost continuous stormy weather, revealing the efficiency of weather forecasting by the "polar front" method. This enabled the fleet to take advantage of weather conditions by foreknowledge, rather than permit unexpected weather to delay operations.

While the six weeks of maneuvers were the most hazardous ever undertaken, only two lives were lost. This accident occurred three years ago when a plane from the Saratoga plunged into the sea off Hawaii.

SUN JUNE 1, 1937

SERVICE NOTES

Consair Bids On New PBY Planes For Navy

By HAROLD KEEN

With 55 PBY-1 planes in its first airboat contract completed for the Navy, Consolidated Aircraft Corp. already is looking forward to results of its bidding on the fourth contract PBY type bombers.

Consolidated, possessor of three Navy contracts totalling $19,000,000, has submitted bids on what company officials term the PBY-4 plane. The Navy is expected to announce results of the competitive bidding in June.

Two estimates were submitted, it is reported. One calls for the cost per plane should a maximum of 15 and a minimum of eight be ordered. The second bid is for construction of 55 to 66 planes.

Since Consolidated has done all the preliminary engineering on the PBY planes, it naturally has the "inside track" on the fourth contract. The airboats already in operation have more than satisfied the Navy high command with their efficiency, and, at times, phenomenal performance, it is believed.

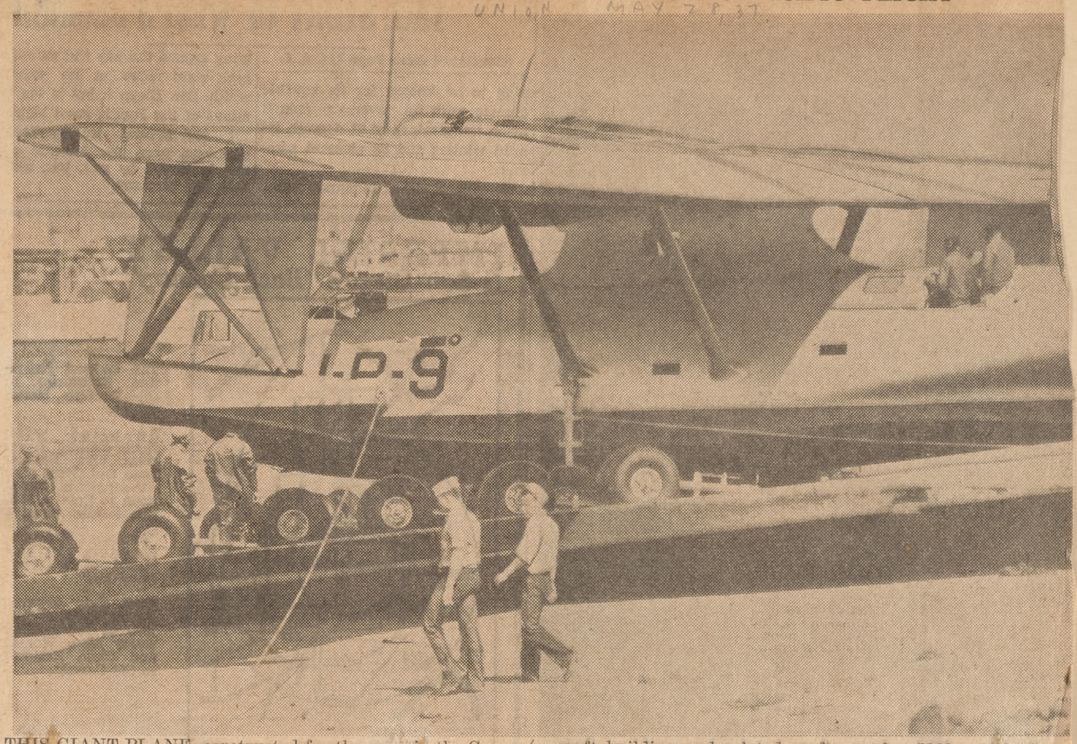
Consolidated's bid was governed, in part, by increased labor cost resulting from wage raises granted in the contract signed several weeks ago with the International Association of Machinists.

Maj. Reuben H. Fleet, president of the concern, admitted this in an article published in the current issue of the "Consolidator," employes' magazine. He wrote:

"In our recent bids for PBY-4's we listened patiently to your representatives and asked them what was in their hearts and their minds. Ascertaining, we bid accordingly and hope that our Navy will find us low enough. If you don't get the PBY-4 business a substantial reduction in force will be necessary."

SAN DIEGO-BUILT PLANE READY FOR TRANS-PACIFIC FLIGHT

UNION MAY 27 '37



THIS GIANT PLANE, constructed for the navy in the Consolidated Aircraft Corp. San Diego plant, is being launched for a flight to Honolulu from the North Island naval air station with 11 other patrol planes of the squadron. Aircraft building and related crafts employ 5000 men in San Diego, the "air capital of the west." Three plane and parts factories are located here.

Midget Plane Built at S. D. Plant For Cleveland National Air Races

S.D. TRIBUNE JUNE 1, '37

Speed of 200 Miles For Product of Consolidated

They call it "Flagg's ship" at the Consolidated Aircraft Corp.—the new little racing plane which several employes of the aircraft plant, led by C. C. Flagg, of the company's final assembly inspection, have built for entry in the National air races at Cleveland next September. The "mighty midget," which stands only three feet, 10 inches high, was designed by Flagg and was built to attempt to set a series of world records for planes of the fourth category (440 pounds, or less).

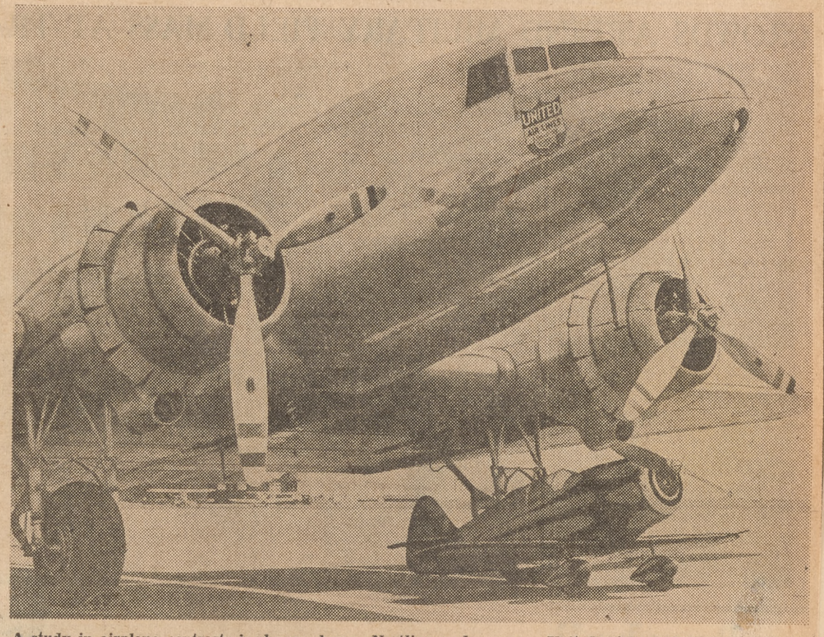
The design incorporated Flagg's ideas of what a small racing plane should be. He had charge of all construction and was assisted by Young McClure and Lionel Machado, of the sheet metal department; Herbert Jewel and Joe McCannon, of final assembly, and Joe Sturgess, of the hull department. After weeks of work, the ship was turned over to Hugh Nicholson jr., also of final assembly inspection, who took it up on its initial hop.

Takes 12 Gallons Gas

The job of piloting the small racing ship to victory at the Cleveland races will be entrusted to Tony La Vere. The craft, powered by an English Pabjoy Niagara engine of 90 horsepower, has a top speed of 200 miles an hour.

General characteristics of the craft follow: Wing area, 35 square feet; span, 14 feet, 6 inches; length, 12 feet, 6 inches; height, three feet, 10 inches; weight (empty), 408 pounds; gas capacity, 12 gallons; oil capacity, two gallons; propeller (wood), 62 inches diameter; speed, 200 miles an hour; landing speed (with flaps), 58 miles an hour; landing speed (without flaps), 70 miles an hour.

The wings are single-piece cantilever type, having two spruce spars and plywood skin. The fuselage is welded chrome moly steel tubing faired with spruce formers, screen wire and fabric covering. Control surfaces are steel tube construction fabric covered.



A study in airplane contrasts is shown above. Nestling under a new United Airlines Mainliner, which has a weight of 24,000 pounds, is a tiny racing plane built by a group of employes of Consolidated Aircraft Corp. The midget plane has a weight, when empty, of 408 pounds. It stands only 3 feet 10 inches high.

Tiny Plane 3 Feet, 10 Inches High But Makes 200 M.P.H.; Built for Races

The "mighty midget" would be an appropriate description to give the new little racing plane recently completed by employes of Consolidated Aircroft Corp., for entry in the national air races at Cleveland next September. The craft was constructed by Young McClure, Lionel Machado, Herbert Jewel, Joe McCannon and Joe Sturgess at the airsraft plant, under direction of C. C. Flagg, final assembly inspector.

Hugh Nicholson jr., also of the final assembly department, took the midget ship up on its first flight. Tony LaVerre will have the job of piyloting the plane at the Cleveland races.

The plane, only three feet 10 inches high, is powered by an English Pabjoy Niagara engine of 90 horsepower, and has a top spread of 200 miles an hour. It was designed by Flagg and was built for entry in contests in which planes of the fourth category (440 pounds, or less) may participate.

The fuselage is welded crome moley steel tubing, faired with spruce formers, screen wire and fabric covering. The wings are single-piece cantilever type, having two spruce spars and plywood skin. Control surfaces are steel tube construction, fabric covered.

Other general characteristics of the plane include wing area, 35 square feet; span, 14 feet, 6 inches; length, 12 feet, 8 inches; height, three feet, 10 inches; weight (empty), 408 pounds; gas capacity, 12 gallons; oil capacity, two gallons; propellor, 62 inches diameter; speed, 200 miles an hour; landing speed, with flaps, 58 miles an hour; landing speed, without flaps, 70 miles an hour.

HAWAIIAN FLIGHT: The first few days of the period, 9-23 April, were spent by Patrol Eleven in making final preparations for the flight from San Diego to Honolulu. All planes were fueled and loaded on Friday, 9 April, in preparation for the expected take-off Monday, 12 April. The time of take-off was planned for 2:00 p.m., in order that the landfall would be made shortly after daylight on the following morning. For several days prior to the flight all hands had spent considerable time in the study of weather reports and weather maps, and the results obtained by various pilots ran all the way from a Nebraska blizzard to a tropical moonlight night, with not a cloud in the sky all the way out.

Amid fond farewells from families, sweethearts, and friends, all hands manned their planes at 2:00 p.m. At 2:15 p.m. the first plane was launched and proceeded to the point of take-off. The departure report was sent at 2:50 p. m. at which time the commanding officer in 11-P-1 passed over Point Loma, headed on the initial course. A gradual climb to 10,000 feet was commenced immediately after the rendezvous was accomplished. This altitude was maintained during most of the night.

Celestial navigation was done by all planes throughout the night, and the squadron position was determined by averaging the positions reported by each patrol plane. It is believed, and observations proved, that the positions arrived at were accurate to within small amounts. No drift sights were taken due to clouds and all corrections to courses steered were made from positions shown by celestial fixes.

The arrival at Honolulu was made twenty-one hours and forty minutes after departure from San Diego. The usual muchly appreciated leis, handshakes, and words of welcome were forthcoming immediately, and one hilarious gathering, upon investigation, proved to be the presentation ceremonies of a "Hero 3c" medal to the Chief Naval Aviation Pilot in 11-P-1, who had previously been on duty in Pearl Harbor.

All in all the flight was very comfortable and all hands are ready for anything there is to offer. Needless to say, no general quarters or emergency drills were held on the way out. For a comfortable and pleasant trip from San Diego to Hawaii, this squadron recommends that it be made by air. NAVY NEWS JUNE 1937

NAVY DELAYS HOP TO PANAMA CANAL

S.D. SUN — JUNE 6, 1937

A non-stop mass flight of 12 Navy patrol bombers from San Diego to the Canal Zone, originally scheduled early this month, will not take place for at least another week, Aircraft Base Force officials announced today.

The flight will be made by Patrol Squadron Three of Coco Solo, and will constitute the longest non-stop mass hop in Navy history. Should weather conditions prove unafavorable, the planes may land at Acapulco, Mexico, where tenders will be based to meet emergencies.

TWELVE huge Navy amphibian bombers, flying in perfect formation, landed at Pearl Harbor at 9:52 A.M. (3:22 P.M. E.S.T.) today, completing a 2,200-mile hop from San Diego.

The squadron conquered a rain storm as it approached Hawaii, skirted the squall successfully and landed more than an hour later than its schedule called for.

Time for the flight from the mainland was 21 hours, 48 minutes.

First of the huge seaplanes to land was the flag plane of Lieutenant Commander L. A. Pope. The others alighted in quick succession.

The squadron carried 80 men. Naval officials here termed the spectacular mass flight from the mainland a "routine transfer of men and machines."

The fleet of bombers was first sighted, flying in V formation, over Koko Head at 9:33, then came into clear view above Diamond Head. Circling Honolulu in graceful salute, the craft then settled at one-minute intervals to mooring buoys in Pearl Harbor.

Strong tail winds aided the fliers on their mass hop from San Diego. They left yesterday at 2:34 P.M. U.S. NAVAL PROCEEDINGS JUNE 1937

The 12 bombers, Lieutenant Commander Pope said, maintained flight height at 12,000 ft. for nearly the entire distance.—*Herald*, Washington. Honolulu, T. H., April 13 (U.S.).

ANNUAL OUTPUT OF AIRPLANES BREAKS MARK

1936 Plane Production Now Doubles Total Of Previous Year

S.D. SUN — JUNE 11, 1937

Rapidly developing into one of the nation's most important industries, production of civil and military aircraft, engines, equipment and spare parts in the United States during 1936 reached a total value of $78,148,893, the Bureau of Air Commerce announced today.

Employment for more than 30,000 persons was furnished by aircraft manufacturers.

The total production of 3010 planes was valued at $47,531,565, and nearly doubled the amount manufactured in 1935. Cost of the 4295 aircraft engines built was $26,383,055. Propellers, parachutes and pontoons were valued at $4,234,273.

Three captive and two free balloons were produced during the year. These lighter-than-air craft, plus spare parts, cost $38,709.

The Bureau of Air Commerce totals cover aircraft and equipment for civilian use, for military deliveries and for exporting to purchasers in foreign countries.

San Diego's Consolidated Aircraft Corp. is the second largest plane factory in the United States, at present specializing in the production of military aircraft.

North American Mag. June 1, 1937

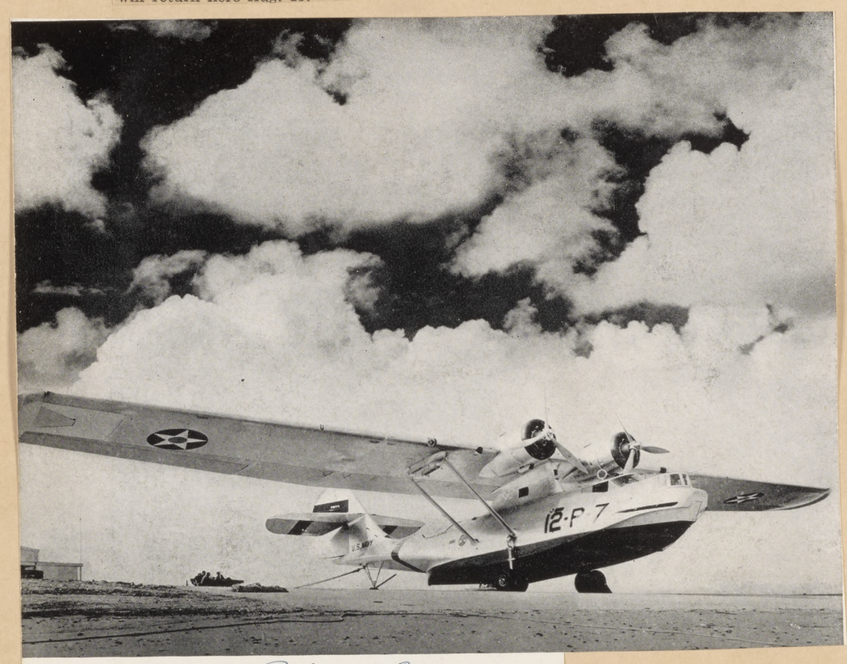
Propeller installation on a P2Y-3 Navy Boat

NAVY PLANS MASS HOP TO SEATTLE

S.D. SUN JUNE 18

With non-stop mass flights apparently becoming the vogue among squadrons of the Fleet patrol wing, 24 Consolidated-built airboats are being groomed for a hop to Seattle July 1 to establish a base in the Puget Sound area for six weeks, Aircraft Base Force officials reported today.

The San Diego planes will parciptae in extensive maneuvers over Alaskan waters. They will operate with the aircraft tenders Sandpiper and Langley, scheduled to leave San Diego for Seattle June 21 and 26, respectively. The planes and accompanying vessels will return here Aug. 15.



Sportsman Pilot - May, 1937

Above, one of the Consolidated PBY-1 patrol boats recently flown from San Diego to Honolulu.

Western Flyers June 1937

Three contracts granted

Navy opens engine bids, but no engine orders are awarded

Three aircraft manufacturers were awarded contracts for airplanes by the Navy during the last thirty days and bids on four additional contracts were opened during the period without contracts being let. This last group of openings included bids on engines and airplane design data and drawings as well as on aircraft.

Bids awarded included Navy 900-644 to Grumman Aircraft Engineering Corporation for fifteen VJ (amphibians for general utility purposes) airplanes at $571,923; Navy 500-18 to Curtiss Aeroplane Division, Curtiss-Wright Corporation for 83 VSO (scouting type) airplanes at $2,119,687.20; and Navy 500-11 to the Sikorsky Division of the United Aircraft Corporation for VJR airplanes (quantity not released) at $1,960,790.

Bids opened without contracts being awarded included Navy 500-17 for aircraft engines with United Aircraft Corporation the only bidder at $584,444.88; Navy 500-13 for aircraft engines with United Aircraft bidding $2,230,523.54 on lot 2 and Wright Aeronautical Corporation $2,003,054 on lot 1; Navy 500-25 for aircraft engines with Wright Aeronautical Corporation, the only bidder at $177,935; and Navy 500-9 for airplane design data and drawings. Both Consolidated Aircraft Corporation and the Glenn L. Martin Company offered bids on this last contract which was split up in 26 items. The total amount of the Consolidated bids was $4,636,613 and Martin, $5,185,003.

Russia Buys All-Purpose Amphibian

S.D. SUN JUNE 6, 1937

Able to operate from land, water, ice or snow, the unique Seversky amphibian plane has been chosen as one of the foreign planes the Russian government plans to produce in large quantities.

A $780,000 contract has been let by the Amtorg Trading Corp., on behalf of the Soviet Government, for two amphibians, the manufacturing rights on these planes, and an option for two additional amphibians, together with complete tooling adequate for their production at the rate of 10 a day.

Consolidated Aircraft Corp. of San Diego has a similar agreement with Russia on its patrol bombers, and already has sent groups of engineers to the Soviet Union to install mass production methods.

Russia expects to benefit from the advantages of the Seversky universal landing gear. Most of the country is covered half the year with heavy snow and in its great stretches of wilderness proper landing facilities and airports are difficult to establish and maintain.

NAVY REPEATS

Flying the 2550 mile distance from San Diego to Honolulu non-stop without trouble of any kind, a group of 12 Navy Consolidated patrol planes under command of Lt. Comdr. L. A. Pope duplicated last month the successful flight of a similar squadron in January. Navy orders have been placed for 176 airplanes of this type, all to be equipped with Twin Wasp engines and Hamilton Standard constant speed propellers.

Consair And Aircrafters Clarify Lay-Off Situation

Company Denies Published Statements Were Made By Officials Of Concern

C. A. Van Dusen, vice-president of Consolidated Aircraft Corp., today denied that any one in authority at the plant had stated that "increased labor costs resulting from a blanket raise in pay last April made it impossible to lower Consolidated's estimate" on a new Navy plane contract.

His statement was issued after a conference with Aircraft union officials.

Cox Makes Statement

Union officials, through Wilbur Cox, vice president of Aircraft Lodge No. 1125, also issued a statement to members, disclaiming any responsibility for reports in The Sun June 9 that wholesale layoffs are foreseen at Consolidated if the company fails to obtain the new Navy contract.

"Members of the executive board," Cox said, "are interested in seeing that Consolidated receives a contract for PBY-4s, but insist that under no circumstances shall labor have to sacrifice any of its demands in order that the company obtain this business."

Not Authorized

Mr. Van Dusen also said that "no one with authority to speak for Consolidated" had said that "labor would have to sacrifice some of its demands" in order that the company might obtain this new business, as reported in The Sun.

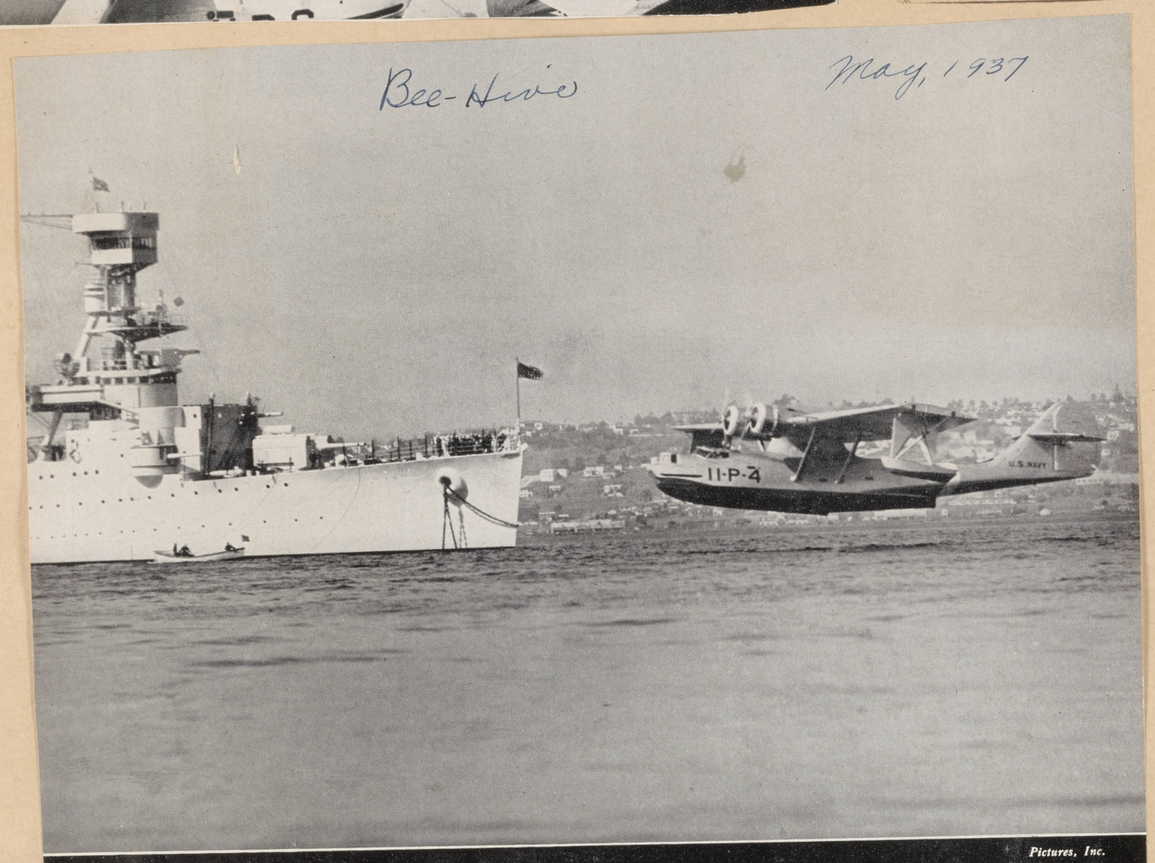
"The company has a large volume of work on its books and has excellent prospects of obtaining a reasonable volume of new business over a period of time," Mr. Van Dusen said.

"The company has had many meetings with the officials of Aircraft Lodge No. 1125 for collective bargaining purposes. These meetings have resulted in harmonious relations with our employes. It is anticipated that there will be further meetings as occasion demands," he said.

"The company does not believe that labor's demands will be unreasonable, and thus prevent the company from obtaining business to the disadvantage of all.

"While we are clearing up these matters, regarding our bid, we want to add that this company did not say the Navy had suggested to the company a price it would be willing to pay on the plane contract."

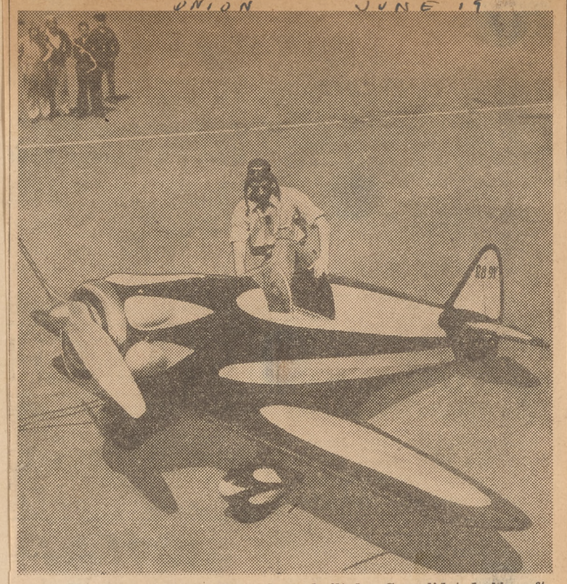
(Continued from Page 1)



Pictures, Inc.

One of twelve Twin Wasp-powered Navy Consolidated patrol planes leaves San Diego for a mass flight to Hawaii

IT'S THE WORLD'S SMALLEST PLANE



Here is the world's smallest plane, built by Consolidated Aircraft Corp. employes, which will be towed across the country in a trailer to Cleveland for participation in the National Air races. The plane weighs 408 pounds, has a wing spread of 14 feet, is 12 feet long, carries 12 gallons of gas and two gallons of oil, and can fly 225 miles an hour. Tony Levier piloted it on a trial flight recently for the benefit of newsreel cameramen.

MIDGET, GIANT PLANES OF CONSAIR PICTURED

S.D. SUN — JUNE 16

Newsreels of the world's largest and smallest privately owned commercial planes, both Consolidated Aircraft Corp. products, were taken yesterday at Lindbergh Field by Paramount, Hearst Metrotone and Movietone News, the publicity department of the Chamber of Commerce reported.

The baby plane, only 12 feet long, was photographed under the 160-foot wing spread of a plane built for Richard Archibold for surveying operations in New Guinea.

Newsreels 'Snap' World's Largest, Smallest Planes

UNION — JUNE 16, 37

Newsreel pictures of the world's largest and smallest privately owned commercial planes, both products of the Consolidated Aircraft Corp., were taken at Lindbergh field yesterday by crews from Paramount, Hearst Metrotone and Movietone News.

The baby plane, weighing 408 pounds and equipped with a 90-horsepower motor, was snuggled under the 160-foot wings of the giant plane built for Richard Archbold for surveying operations in New Guinea.

The tiny plane, designed by C. C. Flagg and built and owned by Young McClure, Lionel Machado, Joe Sturgis, Herbert Jewell and L. M. McCannon, is to be towed across the country in a trailer to the national air races at Cleveland.

The plane, according to Flagg, has a wing spread of 14 feet, is 12 feet long, has a speed of 225 miles an hour and covers 43 miles on a gallon of gas. During the newsreel picture taken yesterday it was piloted by Tony Levier.

The publicity department of the chamber of commerce, which arranged for yesterday's newsreel pictures, announced that moving picture crews also will film the review of the second brigade of marines to be held at 5 p. m. today at the marine base in honor of Maj. Gen. Thomas Holcomb, commandant of the marine corps.

S. D.-BUILT PLANES TO BE SHIPPED TO ARGENTINE IN JULY

S.D. UNION — JUNE 20

Freighters of the General Steamship Corp. and the McCormick line will call here to load the six flying boats nearing completion at the Consolidated plant for the Argentine government.

Consolidated officials announced yesterday that three of the airboats will be ready for shipment to Buenos Aires July 15 and the last three Aug. 15.

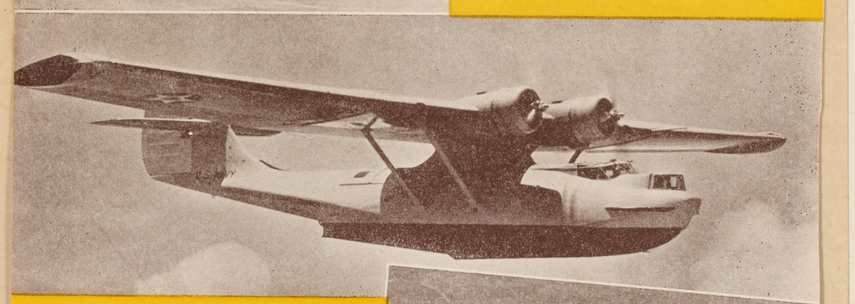
The planes will be reassembled at the naval air station near Buenos Aires. They are to be used in training and patrol duty along the Argentine coast.

Cons. Aircraft Preferred Dividend

Consolidated Aircraft Corp. has declared the regular quarterly dividend of 75 cents on convertible $3 preferred stock, payable June 30 to stock of record June 19.

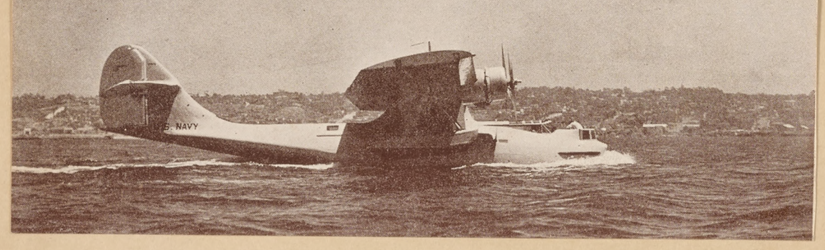
Pennzoiler Summer, 1937

BATTLE ★BIRDS★



Manufactured for the United States Government by The Consolidated Aircraft Corporation of San Diego, the air "warriors" shown here are typical of those being supplied by Consolidated to our army and navy. All planes made at the Consolidated plant are protected with Pennzoil during their crucial test flights.

The "flying boat" bombers pictured are of the same type which recently completed a mass flight from San Diego to Honolulu. The two-man attack plane illustrated is heavily armed and exceptionally speedy.



"Vuelo" April, 1937 Bogota, Colombia

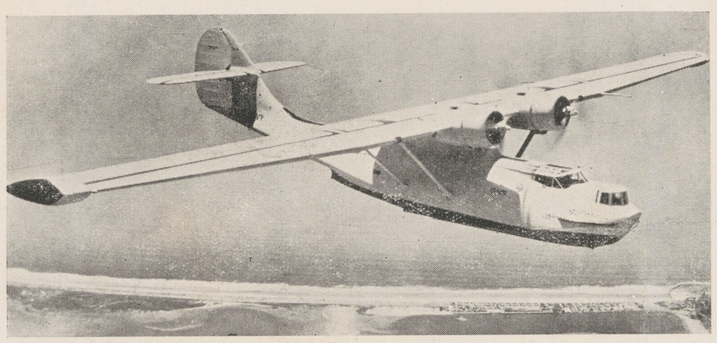
RECORDS DE TACTICA

En enero de 1934, los pilotos de la Marina de Estados Unidos efectuaron el vuelo más largo en formación y sin etapas conocido en la historia hasta entonces. El escuadrón de patrulla VP-10, compuesto de seis botes volantes y con una tripulación de 30 oficiales, voló 2.399 millas sobre el Océano Pacífico, de San Francisco de California hasta la Bahía Pearl, en Honolulu, empleando 24 horas y 45 minutos.* El alto comando del Cuerpo Aéreo de la Marina manifestó muy modestamente que esta hazaña era únicamente parte del programa de táctica con el objeto de movilizar tropas y equipo.

En la primera semana de febrero del presente año la Marina efectuó otro vuelo en formación que sobrepasó en todo sentido el récord anterior. Una mañana el teniente comandante William McDade y los 80 oficiales que componen el escuadrón de patrulla VP-6, ocuparon los puestos correspondientes en 12 enormes botes volantes en la Bahía de San Diego de California y, sin ninguna ceremonia, decolaron en formación hacia la Bahía Pearl, a 2.553 millas de distancia. Veintiúna horas y 48 minutos más tarde el escuadrón de patrulla VP-6 completó su programa de rutina, llegando a Honolulu sin el menor inconveniente.

El escuadrón VP-6 está compuesto de botes volantes CONSOLIDATED PBY-1 con motores Wasp dobles de 1.100 H/P, flotadores auxiliares repiegables y de líneas fuseladas. Estos botes volantes son los 12 primeros de la serie de 176 iguales que actualmente se construyen por orden de la Marina en la fábrica CONSOLIDATED AIRCRAFT CORP.

* Botes iguales al sesquiplano de la Aviación Militar colombiana.



AGENTE DE

Consolidated Aircraft Corporation

PARA COLOMBIA:

LEWIS T. WILKIE

Oficinas 502 y 503. Edificio Crane Apartado 44. Teléfono: 24-30

BOGOTA

Profits of Consolidated Aircraft Are Cut in Two

Consolidated Aircraft Corp. reports consolidated net income for 1936 was $192,411, equal to 29 cents a common share, against $322,731, or 56 cents a share, in 1935.

National Air News June 2, 1937

Wall St Journal June 16, 1937

Dow Jones News Service

NEW YORK—Consolidated Aircraft Corp., in its application for transfer to the New York Stock Exchange from the Curb Exchange, has outlined its policy in respect to charging off experimental and development costs.

The cost of experimental and development work directly applicable to specific projects is capitalized as a good will type of asset and subsequently amortized within a reasonable time against the costs of resultant production orders received or in prospect.

If the number of units sold is fewer than the number originally estimated, then the costs not equitably amortized against such fewer number of units are written off against the income of the period in which the necessity for such adjustment becomes apparent.

Most companies have followed a similar policy as that outlined by Consolidated. Generally it results in small profits during the early life of a model but in greater profits if the model can be sold beyond the originally estimated period of usefulness. This was well illustrated in the case of Douglas Aircraft Co. Its profits in 1935 rose substantially over 1934 because it was still selling its DC-2 model transport on which the experimental costs were largely written off in 1934.

The listing application also states that the costs of specific experimental and development work on any projects which are abandoned before completion are written off against income in the period abandoned.

The cost of experimental and development work not directly applicable to a particular project, that is, general research work, is absorbed in the current operating expenses of the period in which incurred.

Consolidated Aircraft Corporation

Financial World June 16, 1937

AMONG the newcomers in the unlisted market are the non-cumulative convertible $3 preferred shares of the Consolidated Aircraft Corporation, incorporated in 1923 under Delaware laws. This issue was offered last July and proceeds utilized by the company for plant and equipment purposes as well as for additional working capital. There are 22,976 preferred shares now outstanding, on which dividends are being paid 75 cents quarterly. They are convertible into the common (of which 574,400 shares are outstanding) on the basis of one preferred for two common. The company has no funded debt. Recent price of the preferred was 56 bid, 58 asked.

During 1936, earnings of Consolidated Aircraft were equivalent to $8.35 a share on the new preferred and 29 cents a share on the common. Unfilled orders of the company currently are placed at about $19 million, against about $9 million at the start of 1936.

Through an expenditure of $600,000 to complete a new unit, Consolidated Aircraft has expanded its facilities to meet increased business.

The company follows a policy of reporting as sales only completed orders actually delivered and with some large orders now near completion it is expected 1937 business and earnings will show an increase over last year. The company manufactures airplanes for commercial, mail and military use on land or sea. Its principal customer is the United States Government.

Following is a record of earnings:

	1936	1935	1934
Net sales	$4,218,399	$2,841,753	$1,552,210
Oper. income.....D	2,022,640	403,731	48,116
Total income.....D	1,987,579	433,117	58,154
Net income.....*	192,411	322,732	6,560

D Deficit. *After a credit of $2,669,784 representing increase in costs accumulated on contracts.

Because of the conversion privilege, the preferred shares of the company offer an appeal that is dual in nature: a dividend rate that is currently being adequately earned and the potentiality of market value appreciation if the common, which is listed on the Curb, should advance. Recent price of the latter was around 24.

S. D. SHIPS FLYING TO LAKE MEAD AND COCO SOLO

TRIBUNE — JUNE 17, '37

Lake Meade, at Boulder dam, and Coco Solo, C. Z., are goals in flights to be made within the next four days by Consolidated Aircraft Corp.-built planes, it was announced today at the plant on Lindbergh field.

Distinction of being the first flying boat to land on Lake Meade, created by the water being impounded by Boulder dam, will be held tomorrow by a privately-owned PBY-1 flying boat at Consolidated for Richard Archbold, research associate of the American Museum of Natural history. The plane, which has been undergoing extensive tests here the last few weeks, is to leave San Diego about 8 a.m. tomorrow, carrying six men, to fly to the dam and land on the lake.

An official navy release is expected this afternoon or tomorrow from base force aircraft authorities on a flight of 12 new Consolidated-built navy patrol planes, which are to be transferred from San Diego to Coca Solo. At the Consolidated plant this morning it was announced that the flight will start Monday. Lt. R. W. Morse, commanding VP-3F squadron, is to be in command, according to recent announcement by naval authorities. A report from Panama states that the U.S.S. Lapwing left Panama bay yesterday for plane guard station, presumably in connection with the San Diego-Coco Solo flight.

Ontario Leaves Samoa

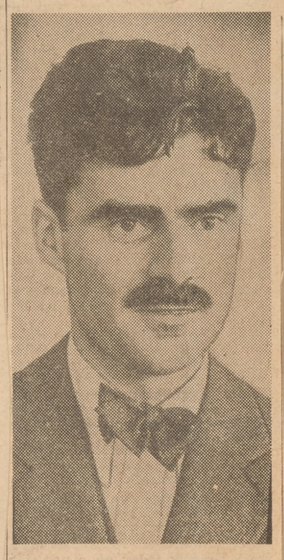
The U.S.S. Ontario left Tutuila, Samoa, today for plane guard station, reportedly in connection with Amelia Earhart's round-the-world flight.

Tomorrow's flight from San Diego to Boulder dam will be made by Archbold, Russell Rogers, Archbold's chief test pilot; Jerry Brown, chief machinist; William Wheatley, chief test pilot for Consolidated, and Frank Learman, assistant to the manager at the plant. With them will be a motion picture cameraman. Only one landing and take-off is planned, it was said at the plant.

Archbold's plane, said to be the world's largest privately-owned plane, is to be used in an expedition next winter from the United States to New Guinea, under the sponsorship of the American Museum of Natural history. The plane is equipped with two 1000-h.p. engines and has a cruising speed of 140 miles an hour. It has a two-way radio equipment and a cruising range of approximately 4000 miles. The exact route Archbold will follow across the Pacific has not been determined as yet, but according to plans announced this spring he will cross from San Francisco by way of Honolulu, Midway island, Wake island and Guam, from which point he may proceed straight south to New Guinea, a distance of 2000 miles.

S.D.-BUILT PLANE FIRST TO LAND AT DAM

TRIBUNE JUNE 18, 1937



Upper, PBY-1 flying boat (Associated Press photo). Lower, Richard Archbold, owner.

The first plane to alight on the waters of Lake Meade, created at Boulder dam, a PBY-1 flying boat, built at the Consolidated Aircraft Corp. plant on Lindbergh field for Richard Archbold, research associate of the American Museum of Natural History, landed there at 10:42 a.m. today.

The huge flying boat, carrying six men, with William Wheatley, Consolidated chief test pilot, at the controls, left San Diego at 8 a.m. The flight is the last of a series of extensive test flights.

With Archbold and Wheatley in the plane were Russell Rogers, Archbold's chief test pilot; Jerry Brown, chief machinist; Frank Learman, assistant to the manager at Consolidated, and a movie cameraman. Before they left Learman said they would return to San Diego this afternoon.

The plane itself was built for a scientific expedition flight from the United States to New Guinea, which is expected to be started next winter. The object of the expedi-

(Continued on Next Page.)

Big Consair Seaplane Tested For Far East Jungle Work

S.D. SUN — JUNE 18, 1937

A San Diego seaplane this morning winged across 280 miles of land toward Boulder Dam, where it landed at 10:42 a. m. in one of the greatest man-made bodies of water in the world—Lake Mead.

Built by Consolidated Aircraft Corp. along the exact lines of the PBY-1 patrol bombers on which delivery to the Navy has been completed, the big craft contained four members of a contemplated expedition to New Guinea late this year, and Bill Wheatley, Consolidated is chief test pilot.

Leader on Hop

Leader of the expedition, Richard Archbold, 29-year-old research associate of the American Museum of Natural History, was one of the passengers, and the crew consisted of Russell Rogers, pilot, Jerry Brown, flight mechanic, and Harold Ramm, radio operator.

This first flight of a seaplane to Boulder Dam is in the nature of a final test and demonstration of the airboat's ability, Consolidated officials announced. It was to be accompanied by a seven-passenger Fleetster cabin monoplane, carrying company executives and photographers.

Confidence in Craft

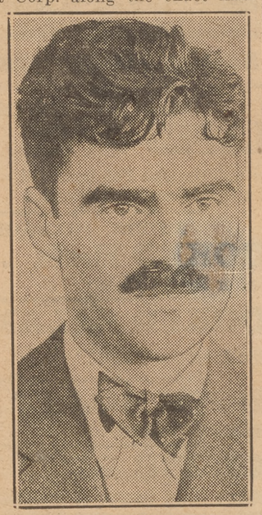
A daring overland flight from San Diego to New Orleans or Pensacola, Fla., will be undertaken June 26. Although a forced landing would be disastrous, Archbold is so confident of the plane's efficiency that he has ordered it flown 1800 miles on a non-stop hop. From New Orleans or Pensacola, the big plane will fly to New York City, headquarters of the expedition.

Archbold and his crew will return to San Diego about July 15 for further tests, including altitude flights over the Rocky Mountains in Wyoming.

November Departure

Next November, they will fly across the Pacific to Hawaii and on to Dutch New Guinea, where two years of zoological research will be conducted.

Nine men will comprise the expedition, the first group of four leaving by ship from New York Oct. 1. The plane, carrying the remaining five, will be used to establish bases deep in the New Guinea wilderness, where previous scientific groups have been unable to remain because of difficulty in obtaining food supplies. These will be dropped from the plane through a specially constructed device at the rear of the fuselage, Archbold explained.



RICHARD ARCHBOLD
Explorer explores air

Because of Navy regulations, the airboat cannot be taken out of the United States until November, which is one year after delivery of the first PBY-1 plane to aircraft squadrons at North Island.

Archbold, 1st to Land on Mead Lake, Returns to S. D.; Plans Explorations

UNION — JUNE 19, 1937

Lifting easily over the coast range of mountains to settle gently on Lake Mead, Richard Archbold's exploration air cruiser, product of Consolidated Aircraft Corp., here, yesterday became the first flying boat to land on the lake created by Boulder dam.

The "first" established by Archbold in the big ship, is one of many it expected to accomplish. It was designed to penetrate the interior of New Guinea as the "eyes" of a scientific expedition planned by Archbold who is a research associate of the American Museum of Natural History.

Taking off from here early yesterday, the big ship was accompanied by a smaller Fleetster in which Frank Learman jr., assistant to the manager of the aircraft company, test pilots and a newsreel cameraman flew. The big air boat, wingspread 104 feet, was photographed against snow capped mountains, with Boulder dam and with Lake Mead in the background.

It was landed on the man-made lake at 10:42 a. m. Members of its crew, including Archbold and William Wheatley, Consolidated chief test pilot, and the men aboard the Fleetster went to lunch in Boulder City.

The return flight started in the afternoon, with the newsreel cameraman shifting to the big ship. The planes landed here in the afternoon between 4:30 and 5.

Archbold is expected to fly the big ship to the east next week. Two routes are under consideration for the flight, one a non-stop cross country flight from San Diego to New York and the other over the gulf to Pensacola, Fla., and thence along the east coast.

If Archbold attempts the cross country flight, it will be one of the first times that a big airship, equipped to land on water only, has made such a trip. Archbold, 29, is internationally known as an explorer. He will leave from San Francisco some time this winter on the projected exploration flight, proceeding via Hawaii, Midway and Wake islands and Guam, then to New Guinea.

NAVY SQUADRONS AT S. D. WILL FLY TO SEATTLE, ZONE

UNION — JUNE 16, 37

Rear Adm. Ernest J. King, commander of the fleet patrol wing, announced yesterday that three squadrons—VP-7, 9 and 12, totaling 24 airboats—will leave San Diego July 1 on a non-stop flight to Seattle preparatory to engaging in extensive flight operations in the Alaska-Puget Sound sector in July and early August.

The planes will be accompanied by the tenders Langley and Sandpiper. The Wright, flagship of Adm. King, is at the Mare Island navy yard for interim overhaul and will not participate in the north Pacific flight operations.

Adm. King said plans are being perfected for the flight of Squadron VP-3 from San Diego to Coco Solo, C. Z., which will take place within the next fortnight. This squadron is to be stationed permanently in the canal zone.

The Wright, Langley, Sandpiper and the three squadrons will return to their base here Aug. 15.

In addition to the Coco Solo flight, Consolidated-built planes will fly to Lake Mead, Boulder dam, within the next four days, it was announced yesterday at the plant on Lindbergh field.

A privately-owned Consolidated PBY-1 flying boat will have the distinction of being the first flying boat to land on Lake Mead. Richard Archbold, research associate of the American Museum of Natural History, and a crew of five are scheduled to leave in the plane at 8 a. m. today and will fly to the dam and land on the lake.

Accompanying Archbold will be Russell Rogers, his chief test pilot; Jerry Brown, chief machinist; William Wheatley, chief test pilot for Consolidated; Frank Learman, assistant to the manager at the plant, and a motion picture cameraman.

S. D. PLANE HOPS FROM LAKE TAHOE IN ALTITUDE TEST

UNION JUNE 21, '37

A giant two-motored Consolidated flying boat, valued at more than $250,000 with its special equipment, is scheduled to return to San Diego today from Lake Tahoe after successful experiments with altitude conditions similar to those expected to be encountered on a projected expedition to New Guinea.

The plane, which left San Diego early Saturday, was the second plane ever to land on Lake Tahoe, 6224 feet above sea level.

Carrying a full load, the plane took off successfully from Lake Tahoe yesterday. Richard Archbald, representing the American Museum of Natural History, said he believed the plane could be depended upon to raise itself from New Guinea

(Continued on Page 3, Col. 6)

(Continued from Page 1)

lakes 10,000 feet above sea level. Because of rarified atmosphere at high altitudes, motors require immense reserve power to lift a plane.

The test marked the first time a plane ever took off from Tahoe's surface with a load. With Archbald and four other men aboard and carrying heavy baggage, the museum's plane twice lifted itself from the lake. Archbald said the plane would remain at the lake last night and start the six-hour flight to San Diego today.

The ship, with 104 foot wing spread, was built at the San Diego Consolidated Aircraft Corp. plant. A number of construction details have been kept secret because similar models are being constructed for the navy.

The expedition to New Guinea will be headed by Archbald, research associate of the American Museum of Natural History; A. L. Rand, fellow scientist; R. R. Rogers, pilot, and two mechanics from the Consolidated plant. They form the plane's crew on the current flight.

After returning to San Diego, the plane is scheduled to fly to New York soon.

The expedition, the fifth sponsored by the American Museum of Natural History, is expected to start from New York Jan. 1, 1938, for New Guinea to study birds and plant life.

ARCHBOLD TRIES OUT PLANE IN TAHOE FLIGHT

Researcher Tests Ship At High Altitude; Plans Hop To N. Y.

S.D. SUN — JUNE 21

Now that Richard Archbold has taken delivery on his $250,000 Consolidated-built airboat, the 29-year-old research associate of the American Museum of Natural History, evidently is determined to see just what the big craft can do under abnormal conditions.

The engines had barely cooled after a round trip inland hop of 560 miles to Lake Mead at Boulder Dam last Friday when the plane was taken aloft again Saturday morning by Archbold—this time to Lake Tahoe.

Unknown to Officials

Not even the company officials knew of this trip. Archbold, his crew of three and Dr. Austin L. Rand, scientist, who will accompany Archbold in an expedition to New Guinea late this year, left at 10 a. m. and four hours later landed at Lake Tahoe, more than 6000 feet above sea level.

This morning, the plane took off from the lake for the return trip, landing in San Diego bay at 12:48 p. m.

Purpose of the Lake Tahoe trip was to test the airboat's take-off power in rarefied atmosphere high above sea level, a condition which will have to be faced in the New Guinea exploration. The plane was said to have satisfied Archbold in its altitude performance.

Next Saturday, the young scientist will head for New York City in a transcontinental flight. The ship is not equipped for alighting on land.

CONSAIR BOMBERS HOP BELIEVED NEAR

UNION — JUNE 17, 1937

An indication that the mass flight from San Diego to the Canal Zone of 12 Consolidated patrol bombers will take place soon was provided today in a dispatch to 11th Naval District headquarters from Panama.

The Navy vessel Lapwing, attached to the Fleet Air Base at Coco Selo, left yesterday for a "plane guard" station in the Pacific. Aircraft Base Force officials this morning intimated this duty would be in connection with the delivery flight by the Canal Zone's Patrol Squadron Three, which has been training here.

'KEEP CLEAR', NAVY ADVISES

S.D. SUN — JUNE 20

To prevent any mishap at the outset of the San Diego-Panama mass flight of 12 Navy patrol bombers at 11 a. m. tomorrow, an urgent appeal has been made by the 11th Naval District port director's office to operators of small harbor craft to help keep the takeoff lanes clear.

The Consolidated airboats will be laden to capacity with gasoline and oil, and especially long runways will be necessary in order that the planes may lift from the water.

The following request was therefore issued by Navy authorities:

"Prior to the flight an International "U" (Unit) flag will be displayed by day from Hangar No. 69 at the Naval Air Station, and at night two vertical red lights.

"A patrol of small boats will be under a Naval representative at vital points in the operating area where the flight takeoff is to be. These boats will be equipped each with a large red flag and a red lantern for night use. The waving of the red flag or red light at an approaching boat is to be construed as a danger signal.

"Small boats so warned should immediately look for and sight the plane or planes, alter course as necessary, but preferably hauling immediately to the side of the channel and waiting for a clear time to proceed."

NAVY PLANES POISED FOR 3,000-MILE HOP

Dozen Twin-Motored Ships Will Take-Off Today for Coco Solo, Canal Zone.

By the Associated Press.

SAN DIEGO, Calif., June 21.—A dozen twin-motored Navy patrol planes poised ready to take off today on the longest mass non-stop flight in United States naval history.

The ships, carrying 16 officers and 56 enlisted men, were routed for Coco Solo, Canal Zone, 3,000 miles away.

The flight was described as merely "routine" delivery of the new ships, constructed here.

These latest additions to the Navy's air armada have wing spreads of 104 feet. Navy authorities have guarded all details with customary secrecy.

The route for the trip, set to begin sometime today, is almost entirely over water—down the coast of Mexico and Central America.

where is "Consolidated" mentioned?

12 Planes Off Monday On Non-Stop Canal Trip

TRIBUNE — JUNE 18, 1937

With the tentative take-off time 11 a.m. Monday, 12 officers and 60 navy enlisted men will leave San Diego next week in 12 Consolidated Aircraft Corp.-built PBY-1 planes on a 3057-mile non-stop ferry flight to Coco Solo, C. Z., where the planes will be used. The planes are identical in all respects to the 24 planes ferried earlier this year from San Diego to Pearl Harbor, Honolulu, by VP squadrons 6 and 11-F, reports Rear Adm. Ernest J. King, commander of aircraft base force.

While flights of navy planes between San Diego and Panama have been made on several occasions in recent years, the flight scheduled for next week differs from the former flights in that the last part of it will be made along the east coast of Nicaragua, Costa Rica and Panama. Heretofore, the flights have been made along the west coast of Mexico and Central America.

The route of the forthcoming flight is from San Diego over the regular steamer lane to Acapulco, on the west coast of Mexico and thence to the Gulf of Fonseca, which is bordered by three Central American countries — Salvador, Honduras and Nicaragua. From the Gulf of Fonseca the planes will proceed on a west-to-east course, crossing Nicaragua, and then proceeding on to the Canal Zone along

(Continued on Next Page, Col. 5)

CONTINUED FROM PAGE ONE

the east coast of Central America.

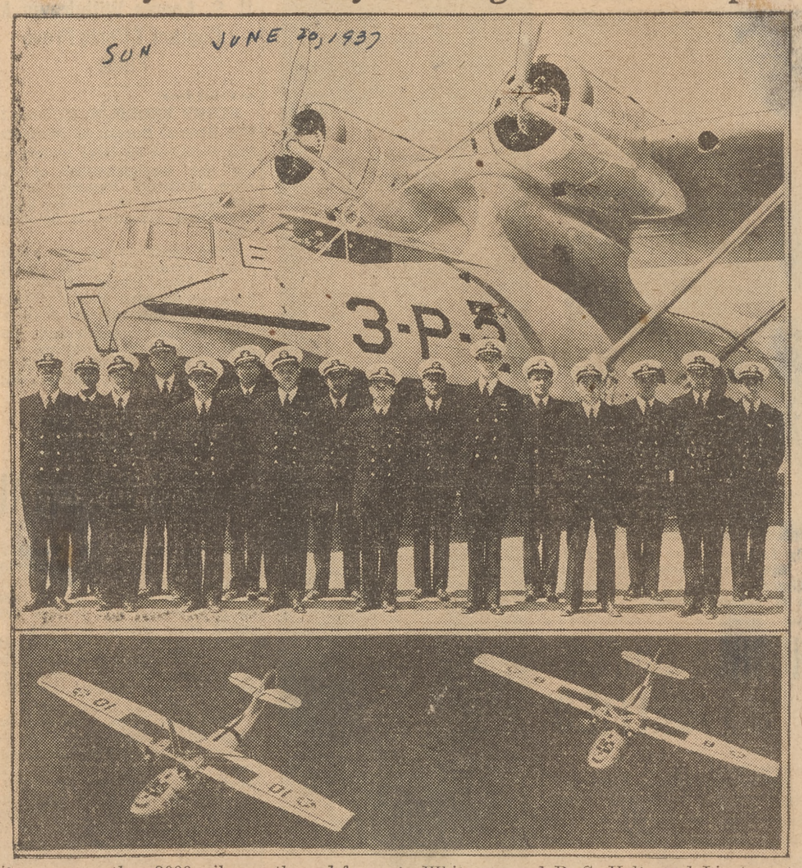
King said it is expected that the total flight time will be approximately 24 hours for the 3057 statute miles.

Lt. R. L. Morse, U.S.N., will be in command of the flight. There will be an average of six officers and men in each plane.

Preparatory to the start of the flight, the U.S.S. Sandpiper, seaplane tender, left San Diego yesterday, southward bound for stationing in the Gulf of California for plane guard duty. The seaplane tender Lapwing is en route from the Canal Zone to the Gulf of Fonseca for similar duty.

Ready For History's Longest Mass Hop

SUN — JUNE 20, 1937



Across more than 3000 miles southward from San Diego, the Navy's wings will whirr tomorrow in the longest non-stop mass flight of United States aviation history—to the Fleet Air Base, Coco Solo, Canal Zone. At the controls of 12 new Consolidated-built patrol bombers will be the 16 officers pictured at top. They are, left to right: front row, Lieuts. J. Eldridge, Jr., T. O. Dahl, T. T. Dietrich, G. J. Dufek, operations officer; Robert W. Morse, commanding officer of the squadron; W. V. Saunders, executive officer; W. E. Gladding, and G. G. Mead. Rear row, Aviation Cadets O. B. Whitmore and P. G. Holt; and Lieutenants (jg) J. D. Black, W. G. Corliss, J. Hulme, Massey; and Aviation Cadets E. C. Hodson and P. E. Kohler. Behind the officers is one of the twin-motored airboats of the Canal Zone's Squadron VP-3, bearing the insignia "E" for gunnery efficiency; and below, pictured above Point Loma, are two of the graceful giant "birds" in a practice flight. Delivery of the planes to Panama, though considered by the Navy a "routine" operation, will be one of the most spectacular mass hops ever undertaken. Seventy-two officers and men will comprise the crew.

SCRIPPS—HOWARD — S.D. SUN — JUN 18, 1937

ESTABLISHED 1881 VOL 57 No. 169

The Fact-O-Graph by WILLIS WERNER

They Want To Know

"IS THE groom supposed to buy the flowers for bridesmaids? . . . Where can I find a hoopsnake? . . . Who wrote the poem about a man and a house he was going to build? . . . What book is the film "Sabotage" from?"

◇ ◇ ◇

One hundred questions like these will be asked at the public library by San Diegans tomorrow. Not more than one or two will go unanswered.

◇ ◇ ◇

Most questions will be about something in the paper or on the radio today.

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RECORD PLANE HOP SET FOR NAVY MONDAY

12 S. D. Craft To Fly Non-Stop To Base In Panama

Undertaking the longest non-stop mass flight in United States naval history, 72 officers and men of Patrol Squadron Three will take off from San Diego harbor at 11 a. m. Monday in 12 Consolidated-built patrol bombers for Coco Solo, Canal Zone.

The airboats will fly 3057 statute miles in a route which will follow the steamer lane to Acapulco, Mex., thence to the Gulf of Fonseca, which touches the shores of Honduras, Salvador and Nicaragua. From this point, the planes will fly over land to eastern Nicaragua and follow the coast to Panama.

Tender on Way

The San Diego aircraft tende Sandpiper left yesterday for i "plane guard" station off Ca San Lucas, at the lower extren ity of Baja California. The sea plane tender Lapwing, based at the Canal Zone, will be stationed in the Gulf of Fonseca to watch for any mishaps. On the east coast of Nicaragua, another Navy vessel will stand by during the flight.

Should bad weather or any other contingency cause a forced landing of the planes, they will attempt to reach the Gulf of Fonseca, which provides the only suitable protected area in the entire route.

Weather Watched

The exact take-off time from San Diego depends on weather conditions, Aircraft Base Force officers said.

The 12 airboats will be under command of Lieut. R. L. Morse. Mission of the flight is to deliver the new planes, built in San Diego, to the Coco solo Air Base, where

Turn to Page 2, Col. 7. OVER

S. D. PLANES TO HOP MONDAY FOR CANAL; LIST PERSONNEL

UNION — JUNE 19, 1937

On a 3000-mile flight which will take them to Coco Solo, C. Z., via Nicaragua, 12 airboats, comprising VP-3 suadron, Lt. R. W. Morse, in command, will take off from San Diego bay at 11 Monday morning.

From San Diego the planes will fly direct to Acapulco on the west Mexican coast, thence to the Gulf of Fonseca, across Nicaragua to the east coast of Central America and then down the Caribbean to the eastern entrance of the Panama canal.

The squadron comprises 12 officers and 60 men. The seaplane tender Sandpiper will act as plane guard in the area between Cape San Lucas at the tip end of Lower California and Acapulco. Similar duties will be carried out by the tender Lapwing between Acapulco and the Gulf of Fonseca.

Flight personnel, announced yesterday:

3-P-1—Lt. R. W. Morse, Av. Cdt. P. G. Holt, L. Cross, ACMM (NAP); W. B. McLendon, ACMM; C. S. Whittler, AMM2c; R. M. Taylor, RM2c, and W. L. Hicks, CRM.

3-P-2—Lt. H. T. Dietrich, A. A. Sproule, AOM1c (NAP); E. L. Collins, AMM2c (NAP); V. L. Griswold, ACMM; N. Houle, AMM3c; Comdr. E. L. Gunther, and J. D. Odom, RM2c.

3-P-3—Lt. J. Ellridge, E. A. Cook, ACMM (NAP); L. I. Larson, ACMM; E. Christiansen, AMM2c; C. F. Mertz, AMM1c; E. B. Lloyd, ACMM, and L. L. Hunt, RM1c.

3-P-4—Lt. G. J. Dufek, Av. Cdt O. B. Whitmore, L. L. Hughes ACMM (NAP); C. Treadway AMM1c; C. M. Gail, AMM2c; R. F Dickeson, S2c, and H. S. Nobbs RM1c.

3-P-5—Lt. (jg) W. G. Corliss, F P. Shelby, ACMM (NAP); H. Pitts ACCM; J. M. Romero, AMM1c; F L. Bockwinkel, AMM2c; P. T. Rehberg, RM8c, and L. L. Severn, RM3c (NAP).

3-P-6—Lt. (jg) F. Massey, F. P. Singer, AMM2c (NAP); H. R. Cavanah, AMM2c (NAP); S. Susman, ACMM; E. L. Tesreau, AMM1c; L. E. Scott, ACOM, and T. Young, RM1c.

R-P-7—Lt. W. V. Saunders, Av. Cdt. P. E. Kohler, J. J. Noel, AMM2c (NAP); E. E. Self, AMM1c; T. H. Morse, AMM2c; B. L. Trager, RM1c, and R. A. McCoy, RM2c.

3-P-8—Lt. T. O. Dahl, E. C. McWatty, RM3c (NAP); J. R. Shaw, AMM2c (NAP); T. V. Grimes, AMMlc; J. F. Churchill, AMM2c; J. C. Klotzbach, AOM2c and G. H. Durand, S2c.

3-P-9—Lt. (jg) J. Hulme; E. Bankston, AMM2c (NAP); L. Wood, AMMlc; J. L. Mathis, AMM3c; F. L. Bowersox, ACMM; C. E. Kinney, Consolidated Aircraft representative and J. R.Lister, S2c.

3-P-10—Lt. W. E. Gladding, Av. Cdt. E. C. Hodson; J. W. West, AMMlc (NAP); A. Doren, ACMM; J. H. Bird, AMM2c; J. F. Olson, RM3c, and G. O Gardiner, RMlc.

3-P-11—Lt. G. G. Mead; J. E. Koeber, ACMM (NAP); L. Segal, RM3c (NAP); W. P. Cadenhead, ACMM; M. S. Pattsner, AMMlc; F. M. Tierney, ACMM, and L. W. Davis, RM3c.

3-P-12—Lt. (jg) J. D. Black, J. P. Bigler, AMMlc; E. M. Prather, RM2c (NAP); W. H. Hart, AMMlc; J. D. Bradford, AMMlc; J. H. Johnson, AMM2c, and H. R. Hebb, RM3c.

UNION — JUNE 21

12 NAVY PLANES TO BEGIN NON-STOP FLIGHT TO CANAL

Twelve giant two-motored navy patrol planes, carrying 16 officers and 56 enlisted men, will roar over the bay at 11 this morning and turn their gray noses south to the fleet air base at Coco Solo, C. Z., on a 3000-mile non-stop flight.

Termed a routine delivery of the planes constructed at the San Diego Consolidated Aircraft Corp. plant, the flight will be the longest mass non-stop flight in naval history. In previous flights between San Diego and the Canal Zone, the planes have halted at Acapulco, Mex.

Lt. Robert W. Morse will command the squadron on its historical flight. Other officers will be Lts. J. Eldridge jr., T. O. Dahl, H. T. Dietrich, G. J. Dufek, W. V. Saunders, W. E. Gladding, G. G. Mead. J. D. Black, W. G. Corliss, L. E. Massey; aviation cadets O. B. Whitmore, P. G. Holt, E. C. Hodson and P. E. Kohler.

Course Over Water

The flight marks the third mass delivery hop of the year. Two squadrons of 12 planes each were flown from the Pearl Harbor air base at Honolulu in flights earlier this year. On one flight the squadron was delayed by the terrific storm that later struck southern California and caused damaging floods.

Course of the flight will take the planes down the coast of Mexico

(Continued on Page 3, Col. 7)

and Central America with practically all of the hop being made over water. The flight probably will be completed in well under 30 hours.

Personnel of VP-3 squadron have been engaging in daily maneuvers, including gunnery and other practices to make each pilot, mechanic, and radioman thoroughly prepared for his role in the spectacular flight.

104-Foot Wing Spread

The planes were constructed at the San Diego Consolidated Aircraft Corp. plant. Sister ships are being built at the plant and delivered to the North Island air base as a part of the navy's plane-building program.

Each of the planes has 104 feet of wing spread. Details of construction, armament and speed have been guarded with extreme secrecy by naval authorities.

The squadron is under command of Rear Adm. E. J. King, commander aircraft, base force, who will give the final word for the flight this morning.

NAVY PLANES ROAR SOUTH ON RECORD MASS FLIGHT

12 AIRBOATS LEAVE S. D. ON PANAMA DASH

Big Ships Take Off Without Mishap, Start 3087-Mile Trip

Twelve giant Navy airboats today were droning over the Pacific, 10,000 feet aloft, on the longest non-stop mass filght ever attempted—3087 miles to the Panama Canal Zone.

With characteristic Navy Efficiency, the seapianes, under command of Lieut. Robert W. Morse, took off effortlessly from the harbor channel entrance just before noon today, rose gracefully over Point Loma and headed south.

Rapid Take-off

Lieut. Morse's lead plane was launched from the North Island seaplane ramp at 1110 a. m. and 20 minutes later had taken to the air. Following it in swift procession were the 11 other airboats of Patrol Squadron Three, all of which were out of sight over sea at 11:45 a. m.

The dozen planes first taxied to the municipal piers with intentions to head westward down the bay toward Point Loma, the direction of the take-offs on the two previous mass flights to Hawaii.

Wind Erratic

Slight and erratic wind and congestion in the channel caused by anchoring a few minutes previous to the seaplane launchings of the Army transport Ludington, forced Lieut. Morse to maneuver for a more favorable take-off spot.

He led the squadron, single file, toward the entrance channel, which was clear of surface craft and where a stiffer headwind, needed to help lift the planes from the water, was blowing.

Fade Into Haze

One by one the heavily-laden planes roared down the channel, took off easily and disappeared from view in the haze beyond Point Loma.

En route south, after all the planes had climbed to a 10,000-foot altitude, the squadron made a rendezvous and the flight personnel of 12 officers, four aviation cadets, 67 enlisted men and one civilian, representing Consolidated Aircraft Corp., settled down for the gruelling non-stop flight, which will require approximately 24 hours.

The airboats this afternoon were following the steamer lane to Acapulco, Mexico, thence to the Gulf of Fonseca in Central America, at which point they were to cut diagonally across Nicaragua and head down the east coast of that country toward Panama.

Just 'Routine'

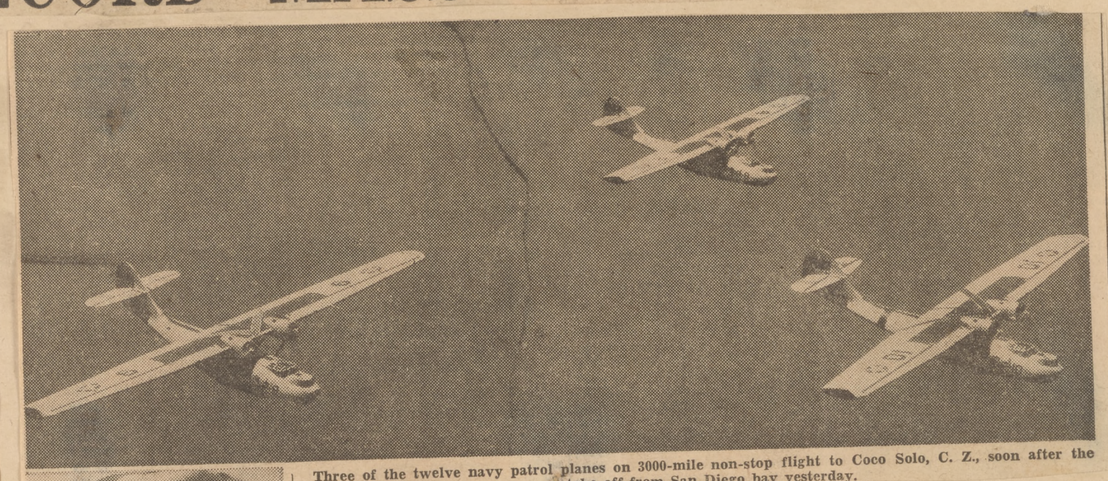
The flight was characterized by Rear Adm. Ernest J. King as a "routine" transfer of planes from San Diego to their base at Coco Solo, Canal Zone. The airboats are of the PBY-1 type, manufactured by Consolidated Aircraft Corp., whose representative, C. E. Kinney, was in plane No. 9.

Weather along the route was fair, Lieut. Morse said just before the take-off, although he feared possible sudden "chubascoes"—dreaded tropical storms which often trap tuna fishermen off the coast of Central America.

The planes will pass through he storm zone, Lieut. Morse said.

To guard against any mishaps, the San Diego seaplane tender Sandpiper was stationed at Acapuco and the Canal Zone tender Lapwing was at Gulf of Fonseca. Another Navy vessel was anchored off the east coast of Nicaragua.

Should no trouble arise during the flight, the planes will be at the Canal Zone at approximately noon tomorrow, Navy officials estimated.



Three of the twelve navy patrol planes on 3000-mile non-stop flight to Coco Solo, C. Z., soon after the take-off from San Diego bay yesterday.

Lt. Robert W. Morse, who is commanding squadron VP-3F on its historic flight.

12
4
67
1
84

S.D. UNION — JUNE 22

1500 MILES OUT, S.D. PLANES RADIO ON HOP TO CANAL

Squadron Due to Land at Noon; Speed Increasing as Gas Used; Weather Ideal.

BULLETIN

Traveling at 106 miles an hour, the squadron of San Diego planes en route to the Canal Zone reported by radio at 1 a. m. local time today that it was 1500 miles southeast of here and 50 miles north of Acapulco, the half-way mark.

Twelve giant navy two-motored patrol planes winged their way south under a tropical moon last night on a 3000-mile non-stop flight to Coco Solo C. Z., and reported their position at 11 o'clock (P.S.T.) as 1265 nautical miles south of San Diego.

A 10-knot headwind held the speed of the 104-foot wingspread planes to 102 knots (117.3 statute miles).

Weather conditions were ideal. A silver moon shone on the hulls of the great gray geese, performing the navy's greatest non-stop mass flight with military precision.

For most of the 12 hours after squadron VP-3F left San Diego soon before noon yesterday, the V formation was flown at an altitude of between 9000 and 10,000 feet.

Speed was increasing as the motors ate up the 1700 gallons of gas in each plane.

Those 1700 gallons weighed heavy and the tremendous hulls lay deep in the water after leaving the Naval Air station ramp. The planes are numbered from 3-P-1 to 3-P-12.

With Lt. Robert W. Morse, squadron commander, at the controls, plane 1 went into the water at 11:10. Plane 12 was in the water 16 and one-half minutes later.

Morse in Command

Turning its nose south down the bay, cleared by navy motor launches flaunting red warning flags, Plane 1 roared into the air at 11:20. The other planes followed in precise parade and Plane 12 soared into the air at 11:45. Take-off speed was estimated at 70 knots because of the heavy load and lack of headwind.

Gaining altitude swiftly, Plane 1 slowed to five knots less than the standard speed for the other 11 planes. A V-formation was completed 90 miles south of San Diego.

The planes, carrying 13 officers, four aviation cadets, an observer from the Consolidated Aircraft Corp. and 67 enlisted men, roared southward. The squadron followed the steamer lane down the coast of Mexico. Early today the planes planned to roar across a string of lakes and jungles in Nicaragua to the Atlantic coast, then down the coast of Nicaragua and Panama to Coco Solo.

Passes Tender

Soon after 7 last night the squadron roared high above the Lapwing, seaplane tender, 875 miles south of San Diego. Early today the planes were expected to pass over the Sandpiper, tender standing by 1630 miles south of the Lapwing.

One of the officers aboard is Comdr. E. L. Gunther, formerly in command of the U. S. S. Wright, base force aircraft tender. He is being transferred to command of base force aircraft squadrons at Coco Solo.

Reporting every two hours by radio to the Naval Air station, the squadron was expected to land at Coco Solo about noon today, completing the flight in about 24 hours.

Positions Listed

The radioed positions report follows:

1 p. m., 140 nautical miles south of San Diego at Pt. San Quentin, 10,000 feet altitude, slight headwind.

3 p. m., 310 nautical miles south of San Diego at San Engenio point, 9000 feet altitude, slight headwind.

5 p. m., 513 nautical miles south of San Diego, 45 miles northwest of Cape San Lazaro, 10,000 feet altitude, 10-knot headwind.

7 p. m., 715 nautical miles south of San Diego, 15 miles southwest of Cape Falso, tip of Lower California; 10,000 feet altitude, 10-knot headwind.

8:30 p. m., 530 miles northwest of Acapulco, halfway across the Gulf of Lower California; altitude between 9000 and 10,000 feet; 10-knot headwind; speed last hour and a half, 102 knots (117.3 statute miles).

11 p. m., (midnight aboard the planes) 1265 miles south of San Diego, 1822 miles from Coco Solo, 9000 feet altitude.

S.D. PLANES FIGHT STORMS, REACH GOAL ON RECORD 3085-MILE NON-STOP HOP

S.D. UNION — JUNE 23, 1937

Twelve giant navy patrol planes flew over the Pacific, the Atlantic and Central American jungles to land at Coco Solo, C. Z., at 3:28 p. m. (P.S.T.) yesterday, 27 hours and 58 minutes after their take-off from San Diego bay on the navy's longest non-stop mass flight.

Demonstrating effectively the potency of the newest addition to the navy's flying forces, the two-motored Consolidated Aircraft Corp.-built planes battled through thunderstorms the last part of the flight.

Average speed of the planes was estimated unofficially at 110 miles an hour. The 12 ships flew 3085 miles under commander of Lt. Robert W. Morse.

Comdr. Ernest L. Gunther, a passenger reporting to take command of the Coco Solo fleet air base, said the planes functioned perfectly and that the VP-3F squadron will be stationed there permanently. Eighty-four officers and enlisted men comprised the flying force.

The planes flew along the west coast of Mexico, Guatemala and Salvador, turning inland over the Nicaraguan coast to Corinto. They roared over Managua lake, Nicaragua lake and Nicaraugan jungle yesterday morning to the Atlantic and down the east coasts of Nicaragua, Costa Rica and Panama to Coco Solo.

The squadron flew in V formation at an altitude of about 10,000 feet for most of the flight.

It was the navy's fourth long-distance flight with the patrol planes. Six of the planes made the first flight of that kind Jan. 29 and 30, 1934, when they flew 2400 miles from San Francisco bay to Honolulu.

Last January, 12 of the new Consolidated planes flew from San Diego to Honolulu under command of Lt. Comdr. William Dade. The third transfer took place last April 12 and 13, 12 naval cruisers flying 2553 miles from San Diego to Honolulu.

84

S.D.-CANAL

S. D. TRIBUNE 6/21/37

12 SHIPS OFF WITH 72 ON BOARD

Twelve giant navy patrol planes took off from San Diego bay shortly before noon today on a 3000-mile non-stop flight to Coco Solo, C. Z.—the longest such hop ever attempted by the navy.

Visibility was good over the bay for the take-off. However, it was hazy at sea and the planes soon disappeared into the fog to the southward.

The first plane left the water at 11:27, according to an observer at Broadway pier. The second and third planes climbed into the air at two-minte intervals thereafter. Take-off of the 12 planes was delayed nearly an hour as the result of the arrival in port of the transport Ludington from the Canal Zone.

Observers reported that all 12 planes were in the air by 11:44 a.m. Official departure time was not announced.

Approximately 100 persons were gathered at the end of Broadway pier for the take-off. Relatives and close friends of the fliers stood on the beach at North Island as the planes were placed in the water.

The planes headed westward across the bay and, after a run of a mile and a half, rose into the air anad sped southward to a rendezvous before going into formaton for the long journey.

Led by Morse

Aboard were 72 officers and men, led by Lt. Robert Morse.

Rear Adm. Ernest J. King, commander aircraft base force, said it is hoped the mass flight—the longest attempted by the navy—will be completed within 24 hours.

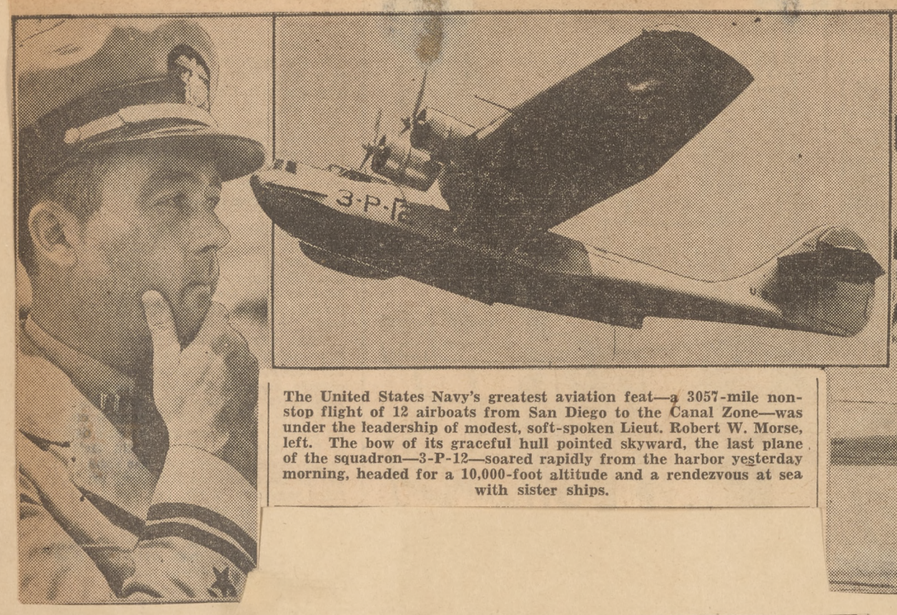
The route leads from San Diego to Acapulco, Mex., and thence along the coast to Nicaragua, where the planes will fly overland to the east coast of the Central American country and thence to Coco Solo.

The flight is the third attempted this year, two flights of 12 patrol planes each having been made from San Diego to Honolulu without incident in January and April. The present flight, like its predecessors, is described by base force aircraft authorities as being a routine delivery of planes.

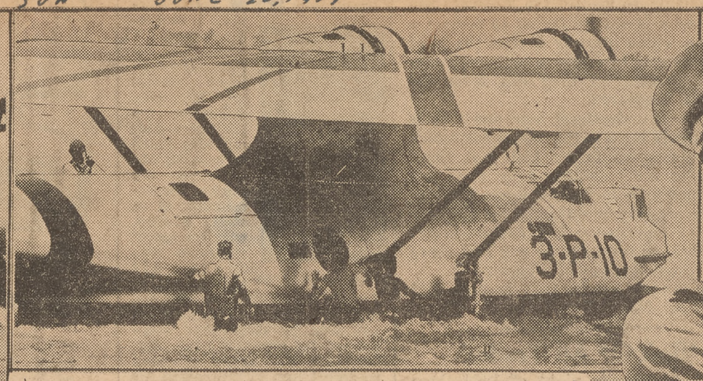
Among the officers in the flight is Comdr. E. L. Gunther, who has been in command of the U.S.S. Wright, base force aircraft tender and King's flagship. Gunther is being transferred to duty at Coco is described by base force aircraft squadrons and attending craft at the fleet air base there, relieving Capt. John S. McCain, who recently reported for duty here as commanding officer of the airplane carrier Ranger. Relieving Gunther in command of the Wright is Comdr. Mark A. Mitscher.

Scenes at North Island as Patrol Planes Hopped on Navy's Longest Mass Flight

S.D. SUN JUNE 22, 1937



The United States Navy's greatest aviation feat—a 3057-mile nonstop flight of 12 airboats from San Diego to the Canal Zone—was under the leadership of modest, soft-spoken Lieut. Robert W. Morse, left. The bow of its graceful hull pointed skyward, the last plane of the squadron—3-P-12—soared rapidly from the harbor yesterday morning, headed for a 10,000-foot altitude and a rendezvous at sea with sister ships.



Final instructions to pilots of the Canal Zone's Patrol Squadron Three were dispatched at North Island yesterday by Rear Adm. Ernest J. King, left, taciturn commander of Aircraft Base Force. Speedy launchings from the Naval Air Station seaplane ramp characterized yesterday's takeoff. Tenth of the dozen planes which made the flight is shown, above, just as it slid into the bay waters. Three thousand miles today separates officers and men who bid farewell to families at North Island yesterday. Shown at right, is Lieut. (jg) J. D. Black, spending a few last moments ashore with his daughter, Cheron Jane, 2.

NAVY PLANES NEARING GOAL; REDUCE SPEED

12 Big Ships Fly Over Nicaragua On Hop To Panama

S.D. SUN JUNE 22, '37

Nearing the goal of the longest non-stop mass flight in Navy history, 12 giant airboats bound for the Canal Zone from San Diego winged across the jungles and lakes of Nicaragua this afternoon, reporting their position as 500 miles from the Coco Solo Air Base.

2629 Miles Away

Their position at 11 a.m. (PST)) was 2629 statute miles south of San Diego, 30 miles southeast of Corinto on the west coast near the Gulf of Fonesca.

The planes were averaging 112 miles per hour, and Base Force officers reported they had slowed down during the night and turned out to sea for an unexplained reason.

The report at 11 a.m. was the first received in more than five hours. The planes are expected to arrive at their base between 3:30 and 4 p.m., later than had been expected.

Moon-lit Night

Bright tropical moonlight shone on the V-shaped squadron as it roared down the Mexican coast through the night.

Reports which came from Lieut.

Take-off pictures on Page 11.

Robert W. Morse, squadron commander indicated, however, that the planes were functioning flawlessly and the weather in the tropical storm zone through which they were flying was good.

Flying High

The Consolidated-built seaplanes, carrying a crew of 13 officers, four aviation cadets, a civilian observer representing the manufacturer, and 67 enlisted men, were maintaining an altitude of approximately 9000 to 10,000 feet.

Trouble-Free Hop

From the time the big planes began rising from San Diego bay with their 10,000 pound fuel loads and seven-man crews at 11:30 a.m. yesterday, they have performed without untoward incident, the Aircraft Base Force office at North Island reported today.

The total distance from San Diego to Coco Solo is 3057 statute miles.

TWELVE HUGE NAVY PLANES COMPLETE PANAMA FLIGHT

L.A. Times 23 June

SAN DIEGO, June 22. (AP) Twelve giant Navy planes which took off from San Diego Bay at 11:30 a.m. yesterday, arrived at Coco Solo, Canal Zone, at 3:30 p.m. (P.S.T.) today, completing the longest nonstop massed flight in United States naval history. The planes were in the air twenty-eight hours. They arrived at Coco Solo at 6:30 p.m., Canal Zone time. This was the official report received by radio at Base Force Aircraft Headquarters here.

SAN DIEGO, June 22. (AP)—A dozen long-range fighting planes, bucking thunderstorms, today neared the end of the Navy's 3105-mile "routine transfer" from San Diego to the Panama Canal Zone — longest nonstop mass flight the Navy ever attempted.

They were 145 miles from their goal when the last radio report was received from them late this afternoon.

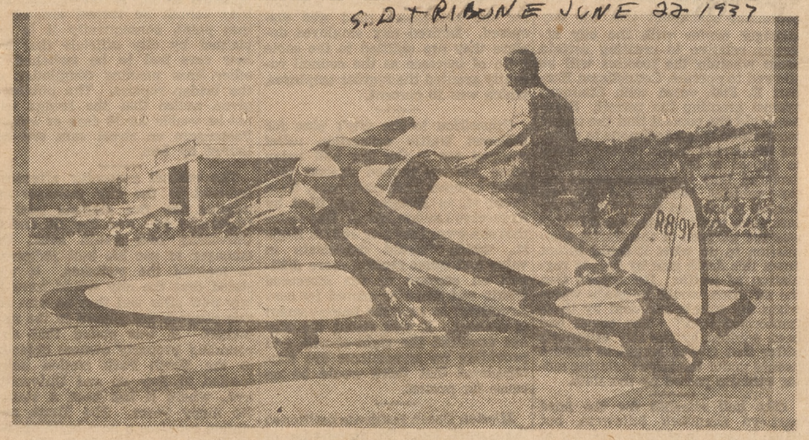
They passed Acajutla, San Salvador, at 9 a.m. (P.S.T.,) at a 112-mile-an-hour clip. At that point they were 2410 miles out of San Diego and 695 miles from their goal. They left the American city yesterday at 11:30 a.m. (P.S.T.)

They encountered storms off the Nicaraguan coast, said Coco Solo reports. The flyers themselves made no report of bad weather conditions at the time.

Twelve officers and sixty enlisted men took part in the flight, the purpose of which was the delivery of newly manufactured planes from the factory direct to their station of duty.

TINY S. D. PLANE ENTERED IN AIR RACES

S.D. TRIBUNE JUNE 22 1937



One of the smallest planes in the world, 12 feet long with a wing spread of 14 feet, has been constructed in spare time by a group of employes of the Consolidated Aircraft Corp. plant here for entry in the national air races at Cleveland. A top speed of 225 miles is claimed for the craft, powered with a 90-horsepower motor and weighing but 404 pounds. Though it carries only 12 gallons of gasoline, its cruising radius is 525 miles. Shown with the plane is Tony Levier, pilot and co-constructor.—(Associated Press photo).

9 NEW MASS HOPS SET FOR NAVAL FLIERS

S.D. SUN — JUNE 23

Replacement Of Obsolete Planes Planned On Distant Bases

Nine more non-stop mass flights probably will be undertaken by the Navy to equip its far-flung bases with new duo-motored patrol planes, The Sun learned today.

The mass flights already accomplished, and the others scheduled, indicate how the Navy has extended its "first line" of defense along a huge semi-circle from Seattle and sweeping out into the Pacific ocean and then down to Panama.

Long Range Radius

The Panama flight showed that these huge patrol planes can operate in this semi-circle with non-stop flights of many hundreds of miles.

The 3085-mile flight of 12 Consolidated-built planes to Coco Solo, Panama, completed late yesterday afternoon, will be followed by a second, and perhaps third, delivery of planes to replace obsolete equipment there.

The 12 planes which left San Diego shortly before noon Monday arrived at the Coco Solo Air Base at 3:28 p. m. yesterday, after a non-stop flight of little less than 28 hours.

To Train for Hop

En route to San Diego aboard the Army transport Chateau Thierry is the advance guard of the Canal Zone's Patrol Squadron Two, which will take delivery on 12 PBY-2 planes. They will undergo training similar to that of Squadron VP-3, which served at North Island for several months before starting its mass flight to Coco Solo.

Three more transpacific mass flights to Hawaii from San Diego are said to be scheduled. Two Seattle patrol squadrons, eventually to be equipped with modern airboats, probably will require another pair of mass flights.

And Norfolk, Va., has two seaplane squadrons which ultimately must be provided with new airboats as present planes become obsolete.

All Face Re-equipping

Modern seaplanes, presumably the Consolidated PBY- type bombers eventually will be furnished all 16 Navy patrol squadrons.

Of Hawaii's five such squadrons, three remain unequipped with the new two-motored airboats. Two non-stop flights to Honolulu preceded the mass flight to Panama.

Of the 12 squadrons based at Hawaii, the Canal Zone, Seattle and Norfolk, only three have received their new equipment. Three patrol squadrons are based at San Diego.

The non-stop mass flight of 3085 miles to Coco Solo, Canal Zone, was the longest aerial adventure ever undertaken by a Navy squadron.

27 Hours, 58 Minutes

The planes, commanded by Lieut. Robert W. Morse, landed at the Coco Solo Air Base at 3:28 p. m., 27 hours, 58 minutes after the first ship rose from San Diego Bay Monday morning.

The squadron flew down the Mexican and Central American coast to the Gulf of Fonseca, cut diagonally across Nicaragua over Lakes Managua and Nicaragua to the Atlantic Coast, thence down the east coast of Nicaragua, Costa Rica and Panama to the Canal Zone.

A five-hour radio silence, between 5 a. m. and 10 a. m. yesterday, was the only period in which contact with the squadron was lost.

On landing at Coco Solo, the crew of 84 officers and men were reported in good spirits. They said that the planes were comfortable and easy to manage, and many had even taken time out to shave.

The squadron, labelled VP-3, will use its new planes for routine duty in the Canal Zone. One of the passengers on the flight, Comdr. Ernest L. Gunther, former commanding officer of the USS Wright, will assume command of Aircraft Base Force squadrons at Coco Solo.

They'll Fly Seaplane Across U. S.

S.D. SUN — JUNE 24, 1937

They will attempt what no one has ever accomplished—fly a seaplane non-stop across the United States. Pictured above is the crew of the $250,000 Consolidated-built airboat which has been prepared for a takeoff from San Diego bay for a 2700-mile flight to New York City this afternoon. Left to right, William Wheatley, Consolidated chief test pilot, who will act as observer and relief pilot; Harold Ramm, radioman; Gerald Brown, engineering officer; Lieut. Comdr. L. R. Gray, ret., navigator; Richard Archbold, 30-year-old research associate of the American Museum of Natural History, who purchased the plane for use in a two-year expedition into the jungle country of Dutch New Guinea, and Russell Rogers, pilot.

AIRBOAT POISED FOR HOP EAST

Flight Time Is Advanced To Beat Storm

S.D. SUN — JUNE 24

A surprise take-off for New York City in his $250,000 Consolidated-built airboat at 4:30 p. m. today was being planned by Richard Archbold, 30-year-old explorer, officials at the plant reported at noon.

Originally scheduled for Saturday afternoon, the start of the cross-country flight was advanced because of bad weather conditions expected this week-end over the eastern seaboard.

At the Lindbergh Field weather bureau it was reported a storm area already has formed over the great plains section, and is rapidly moving eastward.

If Archbold flies the southern route, as planned yesterday, he will encounter thunderstorms through Arizona, New Mexico and over the Mississippi valley. Once past the Mississippi, the big airboat will be able to outrace the eastbound storm and complete the flight in fair weather, according to the weather bureau.

Barographs Checked

Consolidated officials at noon requested William Van Dusen, San Diego representative of the National Aeronautic Association, to inspect and install barographs in the flying boat in order that the flight performance might be validated on arrival at North Beach airport, New York City.

Official N.A.A. observers of the takeoff this afternoon will be Van Dusen, Jack Hicklin, and T. Claude Ryan.

The plane will carry a load of 27,000 pounds at the takeoff, including 1750 gallons of gasoline weighing 10,500 pounds. Archbold's crew will include Russell Rogers, pilot; Gerald Brown, engineering officer; Lieut.-Comdr. L. R. Gray, U.S.N. ret., navigator; Harold Ramm, radioman; and William Wheatley, Consolidated chief test pilot, who will act as observer and relief pilot.

Archbold, who has approximately 600 solo hours to his credit, will be at the controls through a portion of the flight, which is expected to require about 18 hours.

To Aid Explorers

The plane will be used in exploration work in Dutch New Guinea starting late this year, and the transcontinental flight will be a "shakedown" hop to test its endurance, according to Archbold.

This flight will be the first in aviation history of a seaboat nonstop across the United States. There are few water bodies in which the plane might land should it encounter trouble.

Picture of crew on Page 13

'LAST WORD' IN RADIO TO AID ARCHBOLD HOP

Voice Transmission More Than 500 Miles Claimed For Equipment

S.D. SUN — JUNE 24

Radio equipment in the $250,000 Consolidated-built airboat purchased by Richard Archbold, 30-year-old explorer, for use in a two-years' expedition to Dutch New Guinea, is more powerful than that installed in similar PBY planes being operated by the Navy, it was claimed at the San Diego plant today.

The main radio transmitter is 10 per cent stronger than that in the patrol bombers and the auxiliary transmitter has four to five times the strength of similar apparatus in the PBYs which flew non-stop to Hawaii and Panama in three mass hops this year, according to engineers of Bendix Radio Corp., who are in San Diego to install the sets.

Few Spots To Land

The radio equipment will be given its big test in the contemplated cross-country flight of Archbold today. Aviation history will be made if this largest privately owned plane in the world successfully spans the continent, as no other seaplane has yet been piloted across the United States.

The entire communication apparatus will include, in addition to the main and auxiliary transmitters, two complete receivers, a radio direction finder and an intercommunication system which extends throughout the ship.

Voice For 500 Miles

Reliable radio telephone communication in excess of 500 miles with the main transmitter, and up to 150 miles with the auxiliary transmitter was reported on Archbold's recent inland flights to Lake Mead, at Boulder Dam, and to Lake Tahoe.

Throughout his transcontinental flight, Archbold intends to keep in constant touch with his private 500-watt radio telephone and telegraph station in La Mesa. The station signs W2BVB and is licensed for operation on three amateur bands, normally using 3992, 7206, or 14206 kilocycles.

Frequencies Given

Transmissions from the plane during the San Diego-New York flight will be on the following frequencies: 3105, 6210 and 12420 kilocycles. Telephone communication on half-hourly schedules will be maintained until the distance becomes too great, after which teleraphy will be used on hourly schedules, according to Radio Operator Harold Ramm. San Diego amateurs today were requested by Ramm to attempt to tune in on his messages to New York and La Mesa.

New Records Aim of Non-Stop Hop by Privately Owned Craft; Luncheon In N. Y. Today, Is Hope.

BULLETIN

Flying without incident, the big Consolidated PBY airship of Richard Archbold was over Oklahoma City, Okla., at 1 a. m., about half way along on its non-stop flight to New York, according to a radio report.

S.D. UNION — JUNE 25

Lifting its silver wings off San Diego bay at 4:50:30 yesterday afternoon, a giant Consolidated flying boat took off for New York on a non-stop cross-country flight that promises to add the most glamorous page to San Diego's aviation history since Lindbergh.

The largest privately owned airship in the country, the $250,000 craft, is owned by Richard Archbold, research associate of the American Museum of Natural History, who has announced plans for an exploration trip to New Guinea next winter.

Flight Log

4:51 p. m. — Took off from San Diego bay.

6:30 p. m.—Reported over Gila Bend, Ariz., speed 125 miles an hour.

8 p. m.—Reported over St. Thomas, Ariz., "all well."

9 p. m.—Ship's radio operator attempting to raise El Paso radio stations, no contact made from San Diego.

10:30 p. m.—Reported near Carlsbad, N. M., "everything working O. K."

11 p. m.—Reported over Lubbock, Tex.

Objective of the long eastward flight will be assault on several aviation records. It is the first nonstop transcontinental flight ever attempted by a large airboat. Also sought is the record for transcontinental speed for an airship of its weight, 27,000 pounds.

Take-off of the ship was observed officially for the National Aeronautics association by William Van Dusen, timer, and T. Claude Ryan and Ray Booth, observers. Sealed barographs were placed aboard the plane just before it took off to record the flight for association records.

"I'm going to have an early lunch in New York," commented Archbold just before the take-off. He estimated the time required for the flight at from 17 to 18 hours and said he would land at North Beach airport in New York.

"We expect no storm trouble as reports show that we are following a weather condition that should give us beneficial tail winds. Our take-off originally was scheduled for Monday, but anticipated storm conditions led to the decision to leave today while air routes are ideal."

Members of the crew of the big ship include Archbold, who will be at the controls for a part of the trip; Russell Rogers, pilot; William Wheatley, Consolidated chief test pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U. S. N., ret., navigator; and Harold Ramm, radio operator.

Will Follow Beacons

The proposed route of the flight leads eastward from here to Amarillo, northeast to Cincinnati, Pittsburgh and Scranton and thence to New York. He said he planned to follow T.W.A. beacons from Winslow, Ariz., in the night.

Identical with PBY boats built for long-range patrol work of the navy, Archbold's big ship has a wingspread [illegible] feet. It is powered with [illegible] power engines. Arch[illegible] other test [illegible]

Known [illegible] workers f[illegible] esty, Arc[illegible] months [illegible] struction [illegible] constan[illegible] gressed [illegible] terday [illegible] tests t[illegible]

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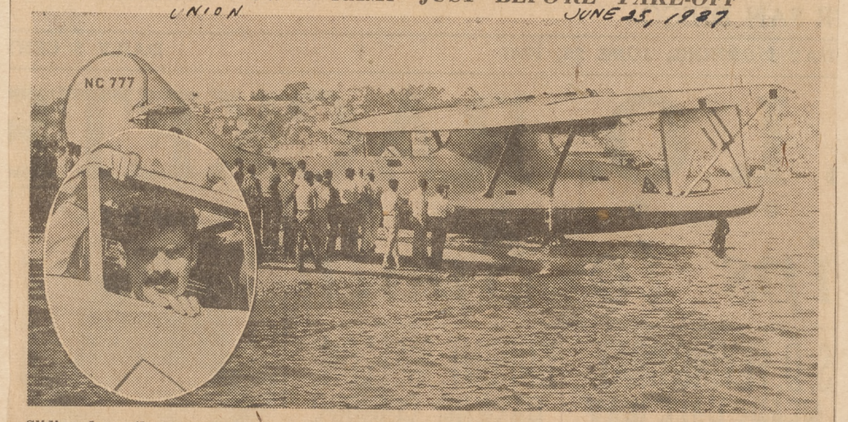
(Continued on Page 2, Col. 4)

made available for the Civic Center. It is reported from [illegible] that the $50,000 could be reached for completion of the [illegible] project, which has not yet been [illegible] Civic Center is $115,000 earmarked [illegible] balance section of the [illegible] for completion. In the [illegible] the rate was $2.10. Tucked away in the unappropriated balance section of the [illegible] and tax rate of $2.15 on each $100 assessed valuation. The 1936-37 tax requirement was $2,679,407.14 and which would necessitate a tax levy of $2,747,251.14. The ordinance as drafted would be presented at 2 o'clock Monday afternoon at regular meetings scheduled before the council for public hearing and in time for filing with the city clerk. The 1937-38 city appropriation ordinance was drafted yesterday and is scheduled for passage on the completion job during the year, the

SLIDING DOWN RAMP JUST BEFORE TAKE-OFF

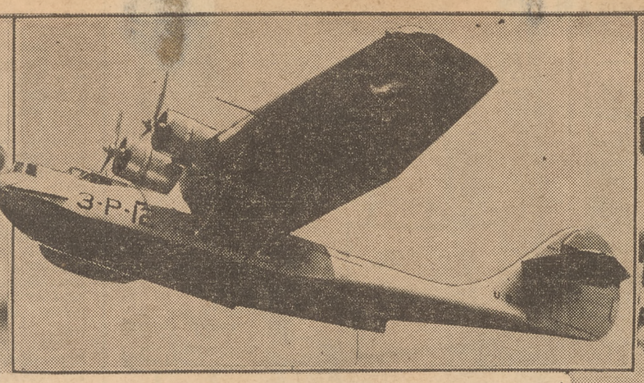
UNION — JUNE 25, 1937



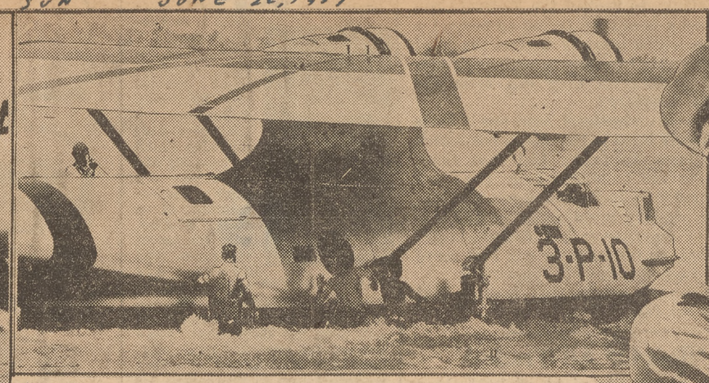
Sliding down the ramp and into the water, Richard Archbold's big flying ship, now on the first transcontinental hop of a seaplane, is shown above just a few minutes before the take-off from here yesterday. The big plane, which is to be used in scientific exploration, was built at Consolidated Aircraft Corp. plant here.

Scenes at North Island as Patrol Planes Hopped on Navy's Longest Mass Flight

S.D. SUN JUNE 22, 1937



The United States Navy's greatest aviation feat—a 3057-mile non-stop flight of 12 airboats from San Diego to the Canal Zone—was under the leadership of modest, soft-spoken Lieut. Robert W. Morse, left. The bow of its graceful hull pointed skyward, the last plane of the squadron—3-P-12—soared rapidly from the harbor yesterday morning, headed for a 10,000-foot altitude and a rendezvous at sea with sister ships.



Final instructions to pilots of the Canal Zone's Patrol Squadron Three were dispatched at North Island yesterday by Rear Adm. Ernest J. King, left, taciturn commander of Aircraft Base Force. Speedy launchings from the Naval Air Station seaplane ramp characterized yesterday's takeoff. Tenth of the dozen planes which made the flight is shown, above, just as it slid into the bay waters. Three thousand miles today separates officers and men who bid farewell to families at North Island yesterday. Shown at right, is Lieut. (jg) J. D. Black, spending a few last moments ashore with his daughter, Cheron Jane, 2.

NAVY PLANES NEARING GOAL; REDUCE SPEED

12 Big Ships Fly Over Nicaragua On Hop To Panama

S.D. SUN JUNE 22, '37

Nearing the goal of the longest non-stop mass flight in Navy history, 12 giant airboats bound for the Canal Zone from San Diego winged across the jungles and lakes of Nicaragua this afternoon, reporting their position as 500 miles from the Coco Solo Air Base.

2629 Miles Away

Their position at 11 a.m. (PST)) was 2629 statute miles south of San Diego, 30 miles southeast of Corinto on the west coast near the Gulf of Fonesca.

The planes were averaging 112 miles per hour, and Base Force officers reported they had slowed down during the night and turned out to sea for an unexplained reason.

The report at 11 a.m. was the first received in more than five hours. The planes are expected to arrive at their base between 3:30 and 4 p.m., later than had been expected.

Moon-lit Night

Bright tropical moonlight shone on the V-shaped squadron as it roared down the Mexican coast through the night.

Reports which came from Lieut.

Take-off pictures on Page 11.

Robert W. Morse, squadron commander indicated, however, that the planes were functioning flawlessly and the weather in the tropical storm zone through which they were flying was good.

Flying High

The Consolidated-built seaplanes, carrying a crew of 13 officers, four aviation cadets, a civilian observer representing the manufacturer, and 67 enlisted men, were maintaining an altitude of approximately 9000 to 10,000 feet.

Trouble-Free Hop

From the time the big planes began rising from San Diego bay with their 10,000 pound fuel loads and seven-man crews at 11:30 a.m. yesterday, they have performed without untoward incident, the Aircraft Base Force office at North Island reported today.

The total distance from San Diego to Coco Solo is 3057 statute miles.

TWELVE HUGE NAVY PLANES COMPLETE PANAMA FLIGHT

L.A. Times 23 June

SAN DIEGO, June 22. (AP) Twelve giant Navy planes which took off from San Diego Bay at 11:30 a.m. yesterday, arrived at Coco Solo, Canal Zone, at 3:30 p.m. (P.S.T.) today, completing the longest non-stop massed flight in United States naval history. The planes were in the air twenty-eight hours. They arrived at Coco Solo at 6:30 p.m., Canal Zone time. This was the official report received by radio at Base Force Aircraft Headquarters here.

SAN DIEGO, June 22. (AP)—A dozen long-range fighting planes, bucking thunderstorms, today neared the end of the Navy's 3105-mile "routine transfer" from San Diego to the Panama Canal Zone—longest nonstop mass flight the Navy ever attempted.

They were 145 miles from their goal when the last radio report was received from them late this afternoon.

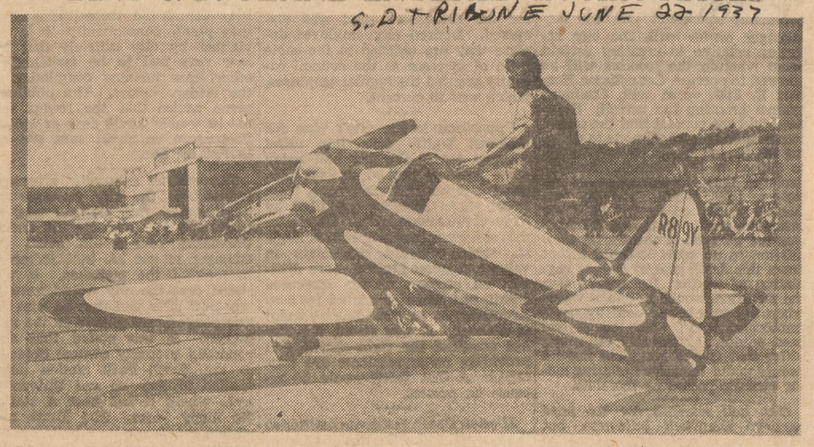
They passed Acajutla, San Salvador, at 9 a.m. (P.S.T.,) at a 112-mile-an-hour clip. At that point they were 2410 miles out of San Diego and 695 miles from their goal. They left the American city yesterday at 11:30 a.m. (P.S.T.)

They encountered storms off the Nicaraguan coast, said Coco Solo reports. The flyers themselves made no report of bad weather conditions at the time.

Twelve officers and sixty enlisted men took part in the flight, the purpose of which was the delivery of newly manufactured planes from the factory direct to their station of duty.

TINY S. D. PLANE ENTERED IN AIR RACES

S.D. TRIBUNE JUNE 22 1937



One of the smallest planes in the world, 12 feet long with a wing spread of 14 feet, has been constructed in spare time by a group of employes of the Consolidated Aircraft Corp. plant here for entry in the national air races at Cleveland. A top speed of 225 miles is claimed for the craft, powered with a 90-horsepower motor and weighing but 404 pounds. Though it carries only 12 gallons of gasoline, its cruising radius is 525 miles. Shown with the plane is Tony Levier, pilot and co-constructor.—(Associated Press photo).

9 NEW MASS HOPS SET FOR NAVAL FLIERS

S.D. SUN — JUNE 23

Replacement Of Obsolete Planes Planned On Distant Bases

Nine more non-stop mass flights probably will be undertaken by the Navy to equip its far-flung bases with new duo-motored patrol planes, The Sun learned today.

The mass flights already accomplished, and the others scheduled, indicate how the Navy has extended its "first line" of defense along a huge semi-circle from Seattle and sweeping out into the Pacific ocean and then down to Panama.

Long Range Radius

The Panama flight showed that these huge patrol planes can operate in this semi-circle with non-stop flights of many hundreds of miles.

The 3085-mile flight of 12 Consolidated-built planes to Coco Solo, Panama, completed late yesterday afternoon, will be followed by a second, and perhaps third, delivery of planes to replace obsolete equipment there.

The 12 planes which left San Diego shortly before noon Monday arrived at the Coco Solo Air Base at 3:28 p. m. yesterday, after a non-stop flight of little less than 28 hours.

To Train for Hop

En route to San Diego aboard the Army transport Chateau Thierry is the advance guard of the Canal Zone's Patrol Squadron Two, which will take delivery on 12 PBY-2 planes. They will undergo training similar to that of Squadron VP-3, which served at North Island for several months before starting its mass flight to Coco Solo.

Three more transpacific mass flights to Hawaii from San Diego are said to be scheduled. Two Seattle patrol squadrons, eventually to be equipped with modern airboats, probably will require another pair of mass flights.

And Norfolk, Va., has two seaplane squadrons which ultimately must be provided with new airboats as present planes become obsolete.

All Face Re-equipping

Modern seaplanes, presumably the Consolidated PBY-type bombers eventually will be furnished all 16 Navy patrol squadrons.

Of Hawaii's five such squadrons, three remain unequipped with the new two-motored airboats. Two non-stop flights to Honolulu preceded the mass flight to Panama.

Of the 12 squadrons based at Hawaii, the Canal Zone, Seattle and Norfolk, only three have received their new equipment. Three patrol squadrons are based at San Diego.

The non-stop mass flight of 3085 miles to Coco Solo, Canal Zone, was the longest aerial adventure ever undertaken by a Navy squadron.

27 Hours, 58 Minutes

The planes, commanded by Lieut. Robert W. Morse, landed at the Coco Solo Air Base at 3:28 p. m., 27 hours, 58 minutes after the first ship rose from San Diego Bay Monday morning.

The squadron flew down the Mexican and Central American coast to the Gulf of Fonseca, cut diagonally across Nicaragua over Lakes Managua and Nicaragua to the Atlantic Coast, thence down the east coast of Nicaragua, Costa Rica and Panama to the Canal Zone.

A five-hour radio silence, between 5 a. m. and 10 a. m. yesterday, was the only period in which contact with the squadron was lost.

On landing at Coco Solo, the crew of 84 officers and men were reported in good spirits. They said that the planes were comfortable and easy to manage, and many had even taken time out to shave.

The squadron, labelled VP-3, will use its new planes for routine duty in the Canal Zone. One of the passengers on the flight, Comdr. Ernest L. Gunther, former commanding officer of the USS Wright, will assume command of Aircraft Base Force squadrons at Coco Solo.

They'll Fly Seaplane Across U. S.

S.D. SUN — JUNE 24, 1937

They will attempt what no one has ever accomplished—fly a seaplane non-stop across the United States. Pictured above is the crew of the $250,000 Consolidated-built airboat which has been prepared for a takeoff from San Diego bay for a 2700-mile flight to New York City this afternoon. Left to right, William Wheatley, Consolidated chief test pilot, who will act as observer and relief pilot; Harold Ramm, radioman; Gerald Brown, engineering officer; Lieut. Comdr. L. R. Gray, ret., navigator; Richard Archbold, 30-year-old research associate of the American Museum of Natural History, who purchased the plane for use in a two-year expedition into the jungle country of Dutch New Guinea, and Russell Rogers, pilot.

AIRBOAT POISED FOR HOP EAST

Flight Time Is Advanced To Beat Storm

S.D. SUN — JUNE 24

A surprise take-off for New York City in his $250,000 Consolidated-built airboat at 4:30 p. m. today was being planned by Richard Archbold, 30-year-old explorer, officials at the plant reported at noon.

Originally scheduled for Saturday afternoon, the start of the cross-country flight was advanced because of bad weather conditions expected this week-end over the eastern seaboard.

At the Lindbergh Field weather bureau it was reported a storm area already has formed over the great plains section, and is rapidly moving eastward.

If Archbold flies the southern route, as planned yesterday, he will encounter thunderstorms through Arizona, New Mexico and over the Mississippi valley. Once past the Mississippi, the big airboat will be able to outrace the eastbound storm and complete the flight in fair weather, according to the weather bureau.

Barographs Checked

Consolidated officials at noon requested William Van Dusen, San Diego representative of the National Aeronautic Association, to inspect and install barographs in the flying boat in order that the flight performance might be validated on arrival at North Beach airport, New York City.

Official N.A.A. observers of the takeoff this afternoon will be Van Dusen, Jack Hicklin, and T. Claude Ryan.

The plane will carry a load of 27,000 pounds at the takeoff, including 1750 gallons of gasoline weighing 10,500 pounds. Archbold's crew will include Russell Rogers, pilot; Gerald Brown, engineering officer; Lieut.-Comdr. L. R. Gray, U.S.N. ret., navigator; Harold Ramm, radioman; and William Wheatley, Consolidated chief test pilot, who will act as observer and relief pilot.

Archbold, who has approximately 600 solo hours to his credit, will be at the controls through a portion of the flight, which is expected to require about 18 hours.

To Aid Explorers

The plane will be used in exploration work in Dutch New Guinea starting late this year, and the transcontinental flight will be a "shakedown" hop to test its endurance, according to Archbold.

This flight will be the first in aviation history of a seaboat nonstop across the United States. There are few water bodies in which the plane might land should it encounter trouble.

Picture of crew on Page 13

'LAST WORD' IN RADIO TO AID ARCHBOLD HOP

Voice Transmission More Than 500 Miles Claimed For Equipment

S.D. SUN — JUNE 24

Radio equipment in the $250,000 Consolidated-built airboat purchased by Richard Archbold, 30-year-old explorer, for use in a two-years' expedition to Dutch New Guinea, is more powerful than that installed in similar PBY planes being operated by the Navy, it was claimed at the San Diego plant today.

The main radio transmitter is 10 per cent stronger than that in the patrol bombers and the auxiliary transmitter has four to five times the strength of similar apparatus in the PBYs which flew non-stop to Hawaii and Panama in three mass hops this year, according to engineers of Bendix Radio Corp., who are in San Diego to install the sets.

Few Spots To Land

The radio equipment will be given its big test in the contemplated cross-country flight of Archbold today. Aviation history will be made if this largest privately owned plane in the world successfully spans the continent, as no other seaplane has yet been piloted across the United States.

The entire communication apparatus will include, in addition to the main and auxiliary transmitters, two complete receivers, a radio direction finder and an intercommunication system which extends throughout the ship.

Voice For 500 Miles

Reliable radio telephone communication in excess of 500 miles with the main transmitter, and up to 150 miles with the auxiliary transmitter was reported on Archbold's recent inland flights to Lake Mead, at Boulder Dam, and to Lake Tahoe.

Throughout his transcontinental flight, Archbold intends to keep in constant touch with his private 500-watt radio telephone and telegraph station in La Mesa. The station signs W2BVB and is licensed for operation on three amateur bands, normally using 3992, 7206, or 14206 kilocycles.

Frequencies Given

Transmissions from the plane during the San Diego-New York flight will be on the following frequencies: 3105, 6210 and 12420 kilocycles. Telephone communication on half-hourly schedules will be maintained until the distance becomes too great, after which teleraphy will be used on hourly schedules, according to Radio Operator Harold Ramm. San Diego amateurs today were requested by Ramm to attempt to tune in on his messages to New York and La Mesa.

New Records Aim of Non-Stop Hop by Privately Owned Craft; Luncheon In N. Y. Today, Is Hope.

BULLETIN

Flying without incident, the big Consolidated PBY airship of Richard Archbold was over Oklahoma City, Okla., at 1 a. m., about half way along on its non-stop flight to New York, according to a radio report.

S.D. UNION — JUNE 25

Lifting its silver wings off San Diego bay at 4:50:30 yesterday afternoon, a giant Consolidated flying boat took off for New York on a non-stop cross-country flight that promises to add the most glamorous page to San Diego's aviation history since Lindbergh.

The largest privately owned airship in the country, the $250,000 craft, is owned by Richard Archbold, research associate of the American Museum of Natural History, who has announced plans for an exploration trip to New Guinea next winter.

Flight Log

4:51 p. m. — Took off from San Diego bay.

6:30 p. m.—Reported over Gila Bend, Ariz., speed 125 miles an hour.

8 p. m.—Reported over St. Thomas, Ariz., "all well."

9 p. m.—Ship's radio operator attempting to raise El Paso radio stations, no contact made from San Diego.

10:30 p. m.—Reported near Carlsbad, N. M., "everything working O. K."

11 p. m.—Reported over Lubbock, Tex.

Objective of the long eastward flight will be assault on several aviation records. It is the first nonstop transcontinental flight ever attempted by a large airboat. Also sought is the record for transcontinental speed for an airship of its weight, 27,000 pounds.

Take-off of the ship was observed officially for the National Aeronautics association by William Van Dusen, timer, and T. Claude Ryan and Ray Booth, observers. Sealed barographs were placed aboard the plane just before it took off to record the flight for association records.

"I'm going to have an early lunch in New York," commented Archbold just before the take-off. He estimated the time required for the flight at from 17 to 18 hours and said he would land at North Beach airport in New York.

"We expect no storm trouble as reports show that we are following a weather condition that should give us beneficial tail winds. Our take-off originally was scheduled for Monday, but anticipated storm conditions led to the decision to leave today while air routes are ideal."

Members of the crew of the big ship include Archbold, who will be at the controls for a part of the trip; Russell Rogers, pilot; William Wheatley, Consolidated chief test pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U. S. N., ret., navigator; and Harold Ramm, radio operator.

Will Follow Beacons

The proposed route of the flight leads eastward from here to Amarillo, northeast to Cincinnati, Pittsburgh and Scranton and thence to New York. He said he planned to follow T.W.A. beacons from Winslow, Ariz., in the night.

Identical with PBY boats built for long-range patrol work of the navy, Archbold's big ship has a wingspread of 104 feet. It is powered with two 850-horsepower engines. Archbold recently made two other test flights to western lakes.

Known by Consolidated aircraft workers for his sharp wit and modesty, Archbold came here several months ago to supervise the construction of the ship. He remained constantly by as the work progressed. The flight that began yesterday is one of the last important tests the big ship will be put to.

Only comparable flight, aviation authorities said, was that of Col. Francesco de Pinedo, Italian four-continent flier, in 1927. De Pinedo flew across the southern part of the United States in a series of hops in the Santa Maria, a seaplane, but did not finish the transcontinental flight.

Confers By Phone

Archbold's plane was rolled from the hangar soon after 3 yesterday afternoon. Archbold made last-minute arrangements in New York by telephone and accompanied by aviation enthusiasts and company officials, walked to the new seaplane ramp near the coast guard air base.

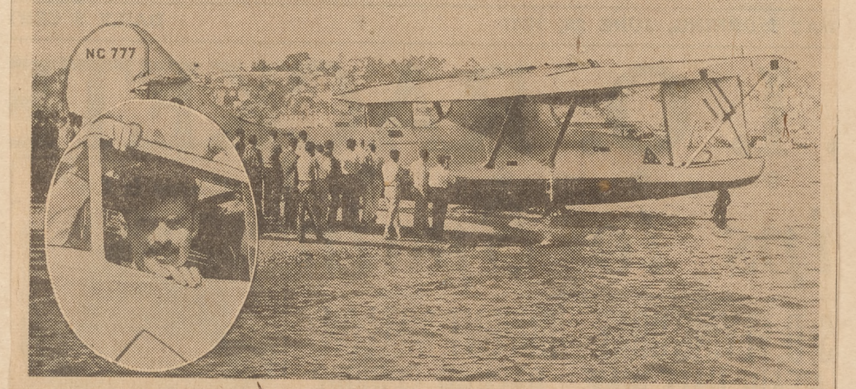
After a delay of almost an hour, the big ship took to the water, taxied westward. The pilot "gunned the motor" for the take-off, but had to abandon the first attempt to get into the air when a small boat got in the way. Turning around, the pilot took the ship back to the same starting point, took it into the air after a short run and headed over Pt. Loma, scene of the start of many historic flights.

The big ship circled over the top of the point and flew back over North Island and the city, then disappeared eastward, its silver wings glistening in the late afternoon sun.

At Archbold's home in La Mesa, friends and members of his family were gathered throughout the night listening to reports of the ship's position by radio.

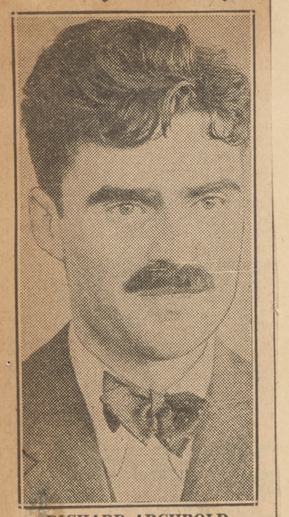
SLIDING DOWN RAMP JUST BEFORE TAKE-OFF

UNION — JUNE 25, 1937



Sliding down the ramp and into the water, Richard Archbold's big flying ship, now on the first transcontinental hop of a seaplane, is shown above just a few minutes before the take-off from here yesterday. The big plane, which is to be used in scientific exploration, was built at Consolidated Aircraft Corp. plant here.

Ready To Fly



RICHARD ARCHBOLD
Five will accompany him

S.D. SUN & JUNE 23

ARCHBOLD SETS SEAPLANE TEST

Cross-Country Flight To Start Saturday

In the first non-stop flight of a seaplane across the United States in aviation history, a Consolidated-built airboat will take off from San Diego Saturday afternoon for New York City.

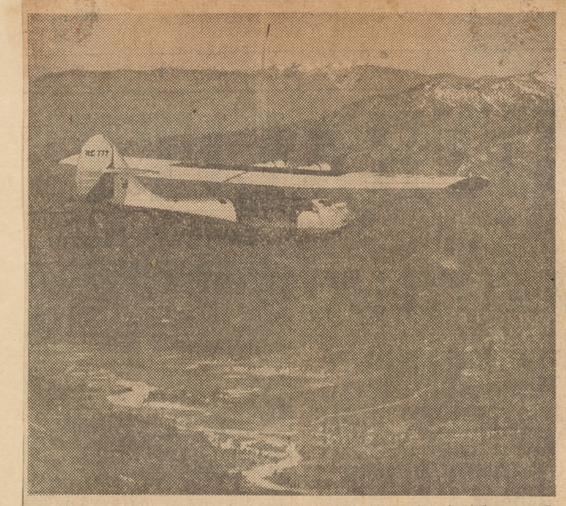
Leader of the 2700-mile hop will be Richard Archbold, 30-year-old explorer and research associate of the American Museum of Natural History. He will be accompanied by a crew of [illegible].

Purpose of t[illegible] trip will be to demonstrate the plane's endurance in preparation for its use in exploration work, beginning late this year in Dutch New Guinea.

"Success of such a flight will demonstrate practicability of moving large forces of flying boats from coast to coast in emergency," C. A. Van Dusen, vice president of Consolidated, said today.

Should any contingency arise on the flight, the airboat crew would have few favorable landing places.

GIANT PLANE MAY MAKE HISTORY



This giant two-motored plane, the world's largest privately owned flying boat and the property of the American Museum of Natural History, will take off from San Diego bay Saturday afternoon at 4:30 on the first transcontinental flight to be attempted by a flying boat.

S.D. UNION JUNE 24, 1937

FLYING BOAT TO LEAVE HERE ON NON-STOP FLIGHT TO N.Y.

In the first transcontinental non-stop flight to be attempted by a flying boat, a giant two-motored plane, owned by the American Museum of Natural History, is scheduled to take off from San Diego bay at 4:30 Saturday afternoon and land within 18 hours at North Beach airport, New York City, 2700 miles away.

Richard Archbold, research associate of the American Museum of Natural History, announced plans for the flight less than 24 hours after 12 navy patrol planes of the same type as the museum's plane completed a record 3085-mile non-stop mass flight from San Diego to Coco Solo, C. Z. Twenty-four navy planes of the PBY-1 type, built by the San Diego Consolidated Aircraft Corp. plant, earlier this year made two flights to Honolulu.

Boulder Flight Made

In the last week, the plane, the largest privately owned plane in the world, has flown successfully to Lake Meade, Boulder dam, and to Lake Tahoe for high altitude landing and take-off tests.

After government restrictions on the plane are lifted next winter, Archbold, who has more than 600 hours' flying time, plans to take the plane to New Guinea on an expedition for the museum.

With Archbold in the plane on the transcontinental flight will be Russell Rogers, pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U. S. N., ret.; Harold Ramm, radio operator, and probably William Wheatley, Consolidated's chief test pilot.

Archbold plans to fly the plane from New York to Schuyler lake, near Cooperstown, N. Y., the home of his mother, Mrs. John F. Archbold. He will return west next month, flying to Yellowstone park for high altitude landing and take-off tests on lakes in Wyoming, including Yellowstone lake at an altitude of 7500 feet.

Few Landing Places

On his eastward flight Archbold will cross the Salton sea in Imperial valley; Roosevelt reservoir in Arizona, and the Mississippi river, the only bodies of water large enough for the plane to land.

The most modern radio equipment will be used on the plane. Communication between the plane and Archbold's privately constructed 500-watt radio telephone and telegraph station at La Mesa will be maintained on the flight.

Two barographs to observe the take-off and timing of the flight will be sealed and placed in the plane by a committee appointed by the National Aeronautics association. The committee is composed of William Van Dusen, chairman, T. Claude Ryan and Jackson L. Hicklin.

1st Transcontinental Trip By Flying Boat Is Begun

Richard Archbold Due at 2 P. M. at Queens Airport

SAN DIEGO, Calif., June 24 (AP).—Lifting his 27,000-pound ship gracefully off the waters of the bay here Richard Archbold started the first transcontinental flight of a flying boat at 4:51 p. m., today. He expected to land at North Beach Airport, New York City, within seventeen or eighteen hours.

Expected Here at 2 P. M.

O. J. Whitney, operator of a charter flying service at North Beach Airport, Queens, and New York representative of Archbold and his chief pilot, Russell Rogers, said last night everything was in readiness to receive the transcontinental flying boat here. He added that the flight should be completed in about eighteen hours and that he expected the plane to arrive at North Beach about 2 p. m. today. Mr. Whiting continued:

"The ship is a Consolidated PBY-1 flying boat with two Pratt & Whitney Twin Wasp engines developing 1,100 horsepower each. It is a commercial counterpart of the Navy patrol boats which recently flew non-stop in formation from San Diego to Coco Solo, C. Z., and is the first that the government has allowed to fall into private hands."

The ship has a wing spread of 104 feet, Mr. Whitney said, and a gross weight, fully loaded, of 27,500 pounds, its empty weight being only 13,000 pounds. It has fuel capacity of 1,750 gallons.

"Archbold said they were going to head for the Gulf of Mexico and follow its shore line to Pensacola, cutting notheastward there to following the Atlantic seaboard to New York," Mr. Whitney said.

Tribune 6/25/37

Archbold Flight Points Way For Navy Deliveries

That delivery of new PBY, "or later type," planes may be made to Norfolk, Va., by transcontinental mass flights similar to that completed yesterday by Richard Archbold, was indicated at the Naval Air Station today.

"It has been perfectly obvious to us that such a flight was possible," Rear Adm. Ernest J. King, Aircraft Base Force commander, said today. "It doesn't matter whether land or sea is beneath a plane of the PBY type, with a proven cruising range." Adm. King supervised the three mass hops of 36 planes to Hawaii and Panama during the past few months.

Mass Flight

The two patrol squadrons at Norfolk eventually will be equipped with modern airboats, Adm. King said. "We didn't need a demonstration to show that the PBY can be flown across country," he declared.

Adm. King yesterday left for Seattle aboard the aircraft tender Langley to supervise summer flight operations of three San Diego airboat squadrons in the Puget Sound-Alaska sector.

Patrol Squadrons 7, 9 and 12 will stage a non-stop mass flight from San Diego to Seattle July 1. They will perform tactical maneuvers with warships now bound to that region, and are scheduled to return here in mid-August.

600 Gallons Left

Meanwhile, Archbold and the five members of his crew rested in New York today from their strenuous cross-country dash.

A check of the remaining gasoline supply at the end of the flight showed that more than 600 of the original 1750 gallons were left and that the big airboat could have continued to Puerto Rico without stopping, if Archbold had so desired.

S.D. SUN JUNE 26

ADM. KING SAILS FOR NORTH; LOCAL PLANES WILL HOP

To supervise flight operations of Squadrons VP-7, 9 and 12, in the Alaska-Puget Sound sector, Rear Adm. Ernest J. King, commander, fleet patrol wing, sailed for Seattle aboard the aircraft tender Langley at 4 yesterday afternoon.

The three air squadrons will leave San Diego Thursday on a non-stop flight to Seattle. In July they will make flights to Alaska and the Aleutian islands. They will return to San Diego Aug. 14. Also returning on that day will be the aircraft tender Wright, now undergoing overhaul at Mare island, the Langley and Sandpiper.

Comdr. Alva Bernhard, formerly on duty in the bureau of aeronautics, navy department, has relieved Comdr. A. C. Pownall as chief of staff to Adm. King. In 1929-30, Comdr. Bernhard was in command of the naval air base at Coco Solo, C. Z., and prior to that was attached to battle force air units stationed at North island.

Fleet patrol wing officers said that following completion of the remaining airboats being built for the navy by Consolidated, the planes will be attached to squadrons based at San Diego, Coco Solo, Pearl Harbor and later at the new Alameda air base. This will necessitate ferrying the squadrons to Hawaii and Panama before the end of the year, repeating the flights made to these bases in January, April and June.

S.D. UNION JUNE 26

ARCHBOLD IN N. Y. AFTER 17-HOUR FLIGHT FROM S. D.

New Records Loom in First Transcontinental Hop Ever Made By Flying Boat.

With 600 gallons of gasoline still left in the 1750-gallon tanks, Richard Archbold, explorer, landed his huge flying boat Guba on the waters of Flushing bay in New York yesterday just 17 hours and 3½ minutes after he took off from San Diego bay.

Behind him was the first transcontinental non-stop flight of a 17-ton flying boat and a bid for a number of aviation records. Determination of the records will be announced after National Aeronautical association officials examine their recording instruments.

Last night the huge flying boat rested at anchor while Archbold and five other members of his crew rested up from the flight, The Associated Press reported. Archbold said the flight was "made without incident."

Flight "Followed"

Friends and relatives of the fliers followed the course of their flight through direct radio reports from the big ship to a station in Archbold's home in La Mesa from the time the ship took off until it crossed the Mississippi river at dawn yesterday morning.

As Archbold and his crew flew into the rising sun, static interference became so great that they lost touch with their home station.

Completion of the flight added one of the most important chapters of San Diego aviation history since Lindbergh. The airship, with a wingspread of 104 feet, was designed and built in the Consolidated Aircraft plant for Archbold at a reported cost of $250,000. It is the largest privately owned airship in the country.

S. D. Instruments Used

Navigation instruments used to plot the course of the ship were constructed in the J. Jessop & Sons workshop here at the request of Lt. Comdr. L. R. Gray, U. S. N., retired, navigator. One of the instruments consisted of a combination watch and compass, designed by Comdr. Gray and the other a peculiarly made watch used as a part of the Weems navigation system.

Archbold announced in New York that he intended to remain there for several weeks, making other test flights over mountain ranges and similar jaunts that will submit the ship to conditions similar to those expected in exploration work.

In about two months, Archbold said he plans to leave New York in the flying boat bound for New Guinea to do research work. He will fly via the Hawaiian islands, Midway island and Guam, following the route of the Pan-American airways clipper ships.

S.D. UNION JUNE 26

S. D. CREW SMILES AFTER TRANSCONTINENTAL TRIP

—Associated Press photo

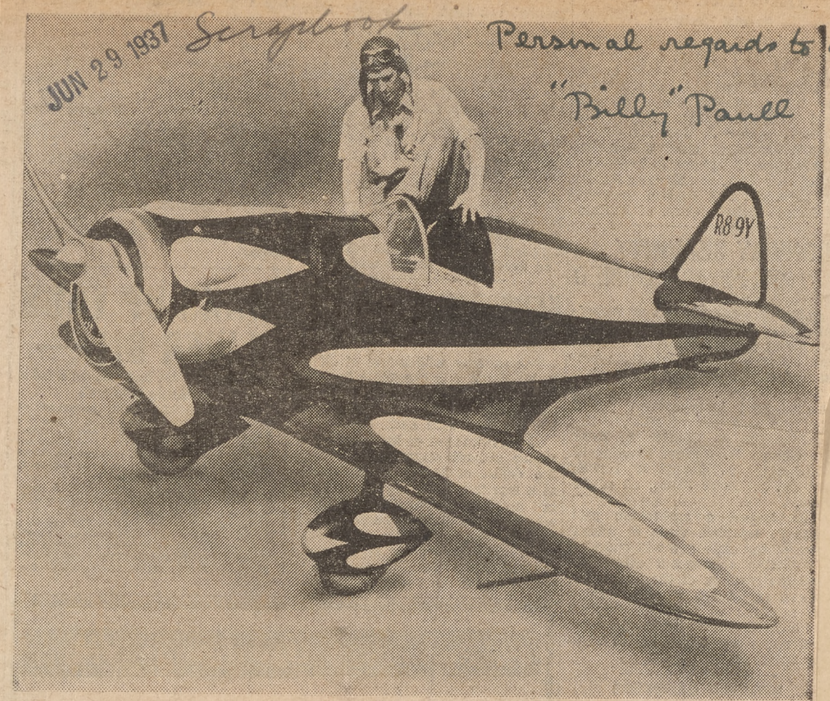
S.D. UNION JUNE 28, 1937

Richard Archbold, research associate of the American Museum of Natural History, and the crew of the museum's 17-ton, San Diego-built flying boat viewed New York from the boat Friday after completing the first transcontinental flying boat flight from San Diego. On the flight were (left to right): Archbold; Russell Rogers, co-pilot; William Wheatley, Consolidated Aircraft Corp. pilot; L. Gray, navigator; Jerry Brown, flight mechanic, and Harold Ramm, radio operator. The plane was constructed at the San Diego plant of Consolidated Aircraft Corp.

It's Little, but--

Buffalo Times Jun 23rd 1937

JUN 29 1937 Scrapbook Personal regards to all "Billy" Paull



—Photo by Wide World

This pigmy plane, reported to be the smallest in the world, can develop a top speed of 225 miles an hour. Five employes of Consolidated Aircraft Co. at San Diego who built the ship in their spare time will enter it in the National Air Races at Cleveland. Only a dozen feet long and with a wing spread of 14 feet, it weighs 404 pounds. Tony Levier, one of the builders, stands by the plane.

U. S. MAY BUILD S. D. BEACONS, FAGG REVEALS

Air Commerce Chief Arrives For Talk With Consair Chief

Fred Fagg, Jr., the San Diegan who rose to the highest post in civil aeronautics—director of the Bureau of Air Commerce—was a hasty visitor to his former home town Saturday.

Accompanied by B. H. Griffin, pilot, and Byron Jacobs, chief of the division of inspection and regulation of the Bureau of Air Commerce, Fagg flew here from Los Angeles in a government Lockheed transport.

To Visit Maj. Fleet

He told Chamber of Commerce officials that he was on a visit to the Pacific Coast and had come to San Diego to interview Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp.

Tom Bomar, manager of the Chamber of Commerce aviation department, urged upon Fagg the necessity of installing weather stations and radio beacons along the San Diego-Tucson airway for the benefit of private and Navy aviators.

"Mr. Fagg said the Bureau already has these facilities under consideration," Bomar declared yesterday.

Sought By Navy

Navy fliers especially have been clamoring for these aviation aids, according to Bomar. The airway between San Diego and Tucson is used extensively for practice flights by the service men.

Fagg was graduated from the San Diego Army and Navy Academy and specialized in study of international aviation law after leaving here. Before succeeding Eugene Vidal as director of the Bureau of Air Commerce, he was a professor at Northwestern University.

S.D. SUN 6/28/37

FIRM DELIVERS FIFTY AIRBOATS

Consolidated Aircraft Corp. officials announced yesterday 50 airboats have been delivered to the navy under the terms of the first contract with the navy department. The last of these ships was turned over to the Naval Air station authorities Monday.

Work has started on the second contract of 60 airboats and as soon as this is completed late this fall contruction will start on the third contract for 66 seaplanes. The last of these will be delivered prior to July 1, 1938.

Six planes under construction for the Argentine government will be shipped to Buenos Aires within the next 60 days.

S. D. Union June 30

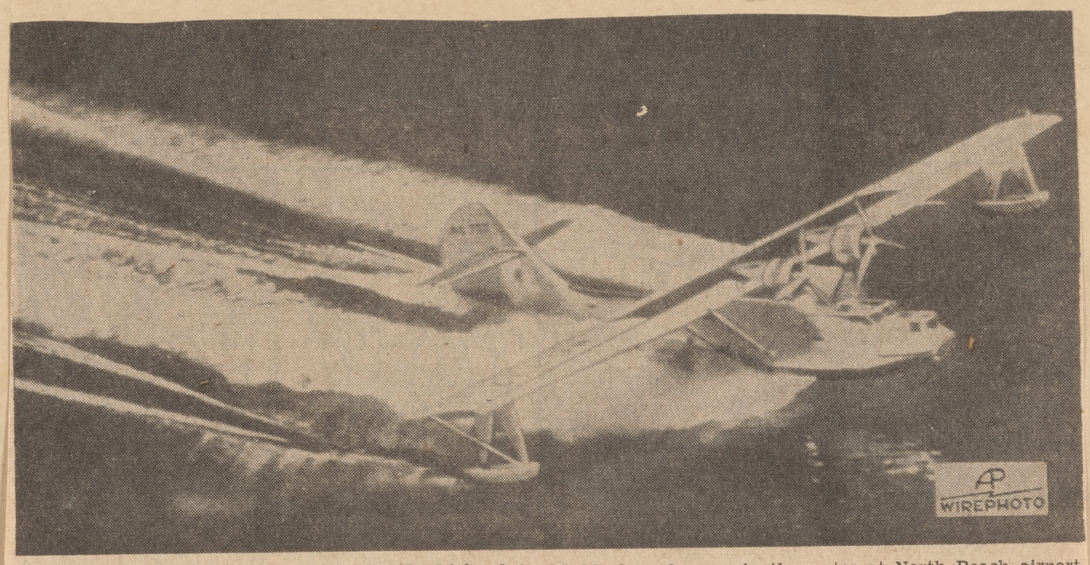
ARCHBOLD MAIL RECEIVED BY 18

Eighteen persons today were possessors of the only mail carried aboard Richard Archbold's Consolidated-built airboat in its non-stop overland flight from San Diego to New York City last week.

Mailed shortly after landing at the North Beach Airport, New York, the special cachets were addressed to the following:

President Roosevelt, Reuben H. Fleet, president of Consolidated; C. A. Van Dusen, vice-president; I. M. Laddon, chief engineer; David G. Fleet and Frank Learman, Jr., assistants to the manager; Rear Adm. Arthur B. Cook, chief of the Bureau of Aeronautics; William Van Dusen of the Chamber of Commerce; Dr. Austin G. Rand, Archbold's associate in his projected expedition to Dutch New Guinea this winter; O. J. Whitney, New York airline operator; the American Museum of Natural History; Maj. T. C. Macaulay of the Chamber of Commerce; and the six crew members.

S. D. SUN 6/30/37



HOPS FLYING BOAT ACROSS NATION.—Richard Archbold plows furrows in the water at North Beach airport, after piloting his 17-ton flying boat across country from San Diego, Cal., non-stop. "It just about had to be non-stop, said Mr. Archbold, an American Museum of Natural History research associate, "for it was almost out of the question to land one of these ships in a handy pasture along the way."

Buffalo Eve News 6/24/37 Scrapbook

NAVY GETS 60th PBY PLANE FROM CONSAIR

San Diego Sun 6/30/37.

WORK RUSHED TO FILL ORDER FOR AIRBOATS

Aircraft Corporation Has 116 Seaplanes Yet To Finish

The 60th Navy PBY bombers was delivered yesterday to Patrol Squadron 11 to complete Consolidated Aircraft Corp.'s first of three contracts in a $19,000,000 order.

Full Speed Ahead

Full speed production was ordered on the 50 airboats of the PBY-2 type in the second Consolidated contract. Minor alterations have been recommended by the Navy trial board which inspected the plane during its recent test flight at North Island, and the changes are being made at the plant.

Squadron VP-11, which delivered 12 PBY-1 airboats to Hawaii from San Diego in a non-stop mass flight recently, will be assigned the first PBY-2 craft off the assembly line.

Bids Made

With a total of 116 seaplanes yet to be constructed for the Navy, it was estimated at the plant today that normal factory activity is guaranteed at least until midsummer of 1938. The firm, meanwhile, is bidding on approximately 60 PBY-4 planes.

S. D. UNION 7/1/37

Congratulations

IN DELIVERING the sixtieth and last of the big flying boats on its first navy contract to be fulfilled locally the Consolidated Aircraft company earns San Diego's hearty congratulations. The boats are a success. They already have written several new chapters in the history of naval aviation. In equipping the navy with five dozen of them Consolidated plays a prominent part in the pioneering work which already has won this country a dominant position in an important new naval field. The two large contracts still waiting to be filled will mark further stages in the development of flying ships capable of spanning any ocean and equipped to operate in weather that would seriously trouble some of the smaller types of surface vessels.

San Diego has added cause for gratification in the fact that Consolidated represents one type of industry to which this location offers great advantages. The Union wishes the company every success in carrying on with an assignment even more important to the nation than to San Diego.

Western Flying June 1937

Three contracts granted

Navy opens engine bids, but no engine orders are awarded

Three aircraft manufacturers were awarded contracts for airplanes by the Navy during the last thirty days and bids on four additional contracts were opened during the period without contracts being let. This last group of openings included bids on engines and airplane design data and drawings as well as on aircraft.

Bids awarded included Navy 900-644 to Grumman Aircraft Engineering Corporation for fifteen VJ (amphibians for general utility purposes) airplanes at $571,923; Navy 500-18 to Curtiss Aeroplane Division, Curtiss-Wright Corporation for 83 VSO (scouting type) airplanes at $2,119,687.20; and Navy 500-11 to the Sikorsky Division of the United Aircraft Corporation for VJR airplanes (quantity not released) at $1,960,790.

Bids opened without contracts being awarded included Navy 500-17 for aircraft engines with United Aircraft Corporation the only bidder at $584,444.88; Navy 500-13 for aircraft engines with United Aircraft bidding $2,230,523.54 on lot 2 and Wright Aeronautical Corporation $2,003,054 on lot 1; Navy 500-25 for aircraft engines with Wright Aeronautical Corporation, the only bidder at $177,935; and Navy 500-9 for airplane design data and drawings. Both Consolidated Aircraft Corporation and the Glenn L. Martin Company offered bids on this last contract which was split up in 26 items. The total amount of the Consolidated bids was $4,636,613 and Martin, $5,185,003.

S.D. Sun 7/1/37

SHIPS TAKE OFF FROM S. D. IN HOUR'S TIME

Bombers Expect To Reach Goal Early For Fleet Operations

In the fifth long-distance non-stop mass flight of Consolidated-built patrol bombers originating in San Diego this year, 24 giant airboats took off for Seattle at 5:49 a. m. today.

At noon the leading planes were reported 123 miles north of San Francisco, half the distance to Seattle from San Diego.

The planes, of Patrol Squadrons 7, 9, and 12, were commanded by Lt.-Comdr. Robert L. Fuller, acting commander of Fleet Patrol Wing, and contained flight crews of 35 officers and 120 enlisted men.

The 1428-mile hop will require approximately 8 to 10 hours, Navy authorities estimated.

With departures of the two dozen planes from San Diego today, only two patrol squadrons, VP-11 and the Canal Zone's VP-2, remain at North Island. The Seattle-bound airboats will operate with warships in the Puget Sound area until mid-August.

Only six PBY-1 planes were at North Island today—last in the 60-plane order just completed by Consolidated Aircraft Corp. Delivery will be started soon on the PBY-2 contract for 50 airboats.

Approximately 150 members of Squadrons VP-7, 9 and 12 today had already established headquarters in Seattle.

S.D.UNION 7/2/37

ARCHBOLD PLANS S. D.-HAWAII HOP

A non-stop flight from San Diego to Honolulu will be made by Richard Archbold of the American museum of natural history early in October, according to word received here yesterday from New York.

Archbold, who flew his Consolidated flying boat non-stop from San Diego to New York last week, is scheduled to return here in September. From Honolulu he will fly to Midway and Wake islands, thence southward on a 2000-mile flight to New Guinea where he will conduct a year's research investigation for the museum of natural history.

S. D. Sun 6/30/37

Ending Seaplane Flight Across U. S.

Land planes have flown across the continent many times, and land planes have flown across the sea, but it was the first time a seaplane had ever made a transcontinental nonstop flight when Richard Archbold's $250,000 flying boat dropped out of the skies and skimmed to a stop at North Beach Airport, New York, as this picture was taken. The flight from San Diego took 17 hours and three minutes. The plane will be used for a scientific expedition to New Guinea.

U. S. PLANE ORDERS REACH RECORD HIGH

S.D. SUN 7/1/37

By United Press

LOS ANGELES, July 1.—An all-time peak of $135,000,000 in American aviation orders was reported today by the Magazine Western Flying.

Southern California led with Douglas, $38,000,000; Consolidated, $14,000,000; North American, $9,000,000; Lockheed, $3,000,000; Vultee, $4,000,000. Large backlogs of building elsewhere included: Boeing at Seattle, $1,000,000; Martin at Baltimore, $12,500,000.

WASHINGTON NEWS 6/25/37

Seaplane Over Land on Non-Stop Flight

By United Press

SAN DIEGO, Calif.—A seaplane, manned by a crew of five, sped eastward today on a projected non-stop, transcontinental flight.

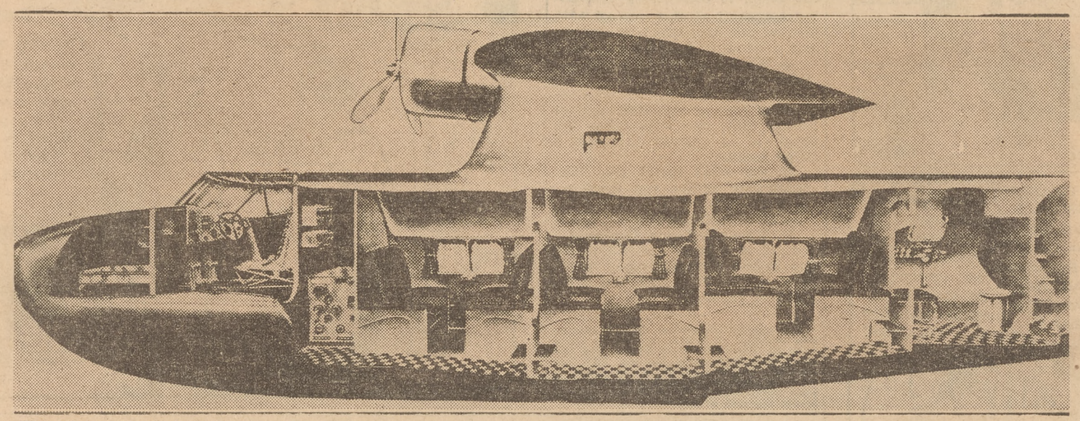
Richard Archbold, 30, grandson of a Standard Oil Co. executive, was at the controls. He and his four companions left San Diego at 7:55 p. m. (E. S. T.) and at 1:20 a. m. today they reported their position as 100 miles past Carlsbad, N. M. They were flying at an elevation of 10,000 feet and averaging 109 m. p. h.

The only safe landing places ahead were the Mississippi and Ohio Rivers, since the plane is not amphibian.

Archbold planned to travel by way of Dallas and Atlanta, then up the eastern coast line to New York. He bought the plane for $250,000 and plans to use it on an exploration trip in New Guinea next winter. It is a large flying boat of the type used by the Navy, and carried 1750 gallons of gasoline.

S.D. Sun 7/1/37

Consolidated Airboat, As Planned For Private Use



This picture shows how the Consolidated PBY-1 airboats now be ing used by the Navy, could be converted for private airline use.

CONSAIR PLANS BIG SKYLINERS

Built to protect the shores of the United States and its possessions, Consolidated Aircraft Corporation's big patrol bombers now being operated by the Navy may in the future serve another mission—the transportation of travelers across long over-water distances.

24 Passengers

Conversion of the deadly bomb-carriers into luxurious, 24-passenger transport planes is under consideration by Consolidated officials, it was revealed today.

Difficulty in negotiating for commercial contracts is being experienced, how[illegible] because of Navy restrictions publishing specifications. Not until May, 1938, can specific info mation regarding the planes be released.

Foreigners Interested

Pan American Airways and several foreign lines have shown interest in the commercial adaptation of the Navy's famous PBY's, 36 of which already have established records in non-stop flights to Hawaii and Panama. It is claimed that the PBY as a passenger plane will exceed in speed the Clipper airboats now used by Pan American on their San Francisco-Honolulu run.

Commander Gray said the big flying boat—it has a wing spread of 104 feet and a gross weight, fully loaded, of 27,500 pounds—had flown direct from San Diego to a point just north of Dallas, then set a new course for New York. This "dog-leg" route was followed in order to keep in good weather all the way, although it added about 150 miles to the bee-line distance from San Diego here.

"Things couldn't have been more favorable," Mr. Wheatley said. "The weather was practically perfect, we made the flight at a time when we would get the shortest night of the year, besides gaining three hours of daylight by flying toward the rising sun. An hour after it got dark we had the advantage of a full moon."

Tests Planned

Mr. Archibold said he expected to keep the flying boat at North Beach about a month, conducting a series of tests of load-carrying, fuel-consumption and radio and other equipment preliminary to the trans-Pacific and New Guinea expeditions. When this phase of their preparations has been completed, he and Mr. Rogers plan to fly the ship to Yellowstone Lake, in Wyoming, and test its take-off performance at this altitude of 7,740 feet above sea level.

S.D. Sun 7/2/37

AIRBOAT CREWS 'WAY UP NORTH PLAN ROUTINE

Patrol Squadron 9, Last To Leave S. D., First To Land In Seattle

Officers and men of three Navy patrol squadrons today prepared to put their 24 planes through the "paces" of routine maneuvers in the Puget Sound-Alaska region after completing the fifth successful non-stop mass flight of patrol bombers from San Diego this year.

The planes, in loose flying formation, were led into Seattle by Patrol Squadron Nine, whose six airboats splashed into Lake Washington near the Sand Point Naval Air Station at 3:30 p. m. yesterday, nine hours after they had taken off from San Diego Bay.

Consolidated Built

Squadron VP-9, which completed the flight first, was last to leave the water here. Its Consolidated-built airboats averaged approximately 120 miles per hour for the northern trip.

Following VP-9 were the 12 planes of VP-12 and bringing up the rear were the six P2Y3 seaplanes of Patrol Squadron Seven. The P2Y3's are predecessors of the modern PBY bombers and are not capable of the latter's sustained speed.

Other Flights

Navy mass flights which have won San Diego world-wide attention this year include the following:

Squadron VP-6, to Honolulu Jan. 28-29, in 21 hours and 43 minutes for the distance of more than 2600 miles.

Squadron VP-11, to Honolulu on April 12-13, in 21 hours and 40 minutes.

Thirty-six airboats to San Francisco in May to participate in the Golden Gate Bridge Fiesta.

Down To Tropics

Squadron VP-3, to Coco Solo, Canal Zone on June 21-22, a distance of 3292 miles.

The airboats, now in Seattle, will return to San Diego in mid-August. While in the north, they will operate with the local aircraft tenders Langley and Sandpiper.

S.D. Union 7/3/37

AIRCRAFT PLANT HIT BY WHELAN RULING ON TAXES

All materials, partly completed planes and all completed planes at the plant of Consolidated Aircraft Corp. on the first Monday in March, and not actually delivered to or accepted by the federal government, or other purchasers, were ruled yesterday to be personal property upon which the company must pay state and county taxes.

The opinion, written by Thomas Whelan, district attorney, for Assessor Crowell D. Eddy, stated that the property was taxable regardless of whether progress payments had been made upon the planes or materials by the federal government.

The company, it was stated, had contended that many of the planes and much of the material and equipment in its plant on the first Monday in March belonged to the federal government, for which a large order was being filled.

If the contention is sustained, the company will avoid taxation of property worth several hundred thousand dollars.

Whelan, in his opinion, pointed out that officials in Los Angeles county follow the procedure he has recommended, and suggests that if the company prefers, it may bring suit to determine ownership of the disputed property.

JUNE San Diego Club Life

Navy Mass Flights Entirely San Diego's Glory; Planes Made Here, Fliers Trained at Air Station

The third of the Navy's recent "routine transfer" mass flights, last week, again reflected glory upon San Diego not only as the starting point of the flights, but as the place where the big Consolidated flying boats are manufactured and where the fliers received most of their training.

Hence, San Diego can be more than ordinarily glad that the third Navy "transfer" was successfully accomplished in less than 28 hours time to cover an airline distance of 3,087 miles to Coco Solo—longest mass flight yet undertaken by the Navy.

What is the "secret" of the Navy's success in shooting her big flying boats in mass formation to distant points?

There's little "secret" about it, really. In the first place, the Consolidated boats are big, powerful and reliable. The motors and equipment simply don't falter in any way. The Naval Air Station ground crews are capable and experienced—they see to it that motors and ships are well groomed and thoroughly checked.

GOOD MEN

Capable officers and men fly the ships. Lt. Robert Morse, quiet and taciturn, commanded the last squadron. A senior lieutenant, he is like all the other officers insofar as ability is concerned. From Pensacola on up, they all learn to fly well—or they must revert to other branches of duty.

Rear Adm. Ernest J. King, commanding base force aircraft, is one of the most brilliant and capable flag officers in the Navy. One-time chief of the bureau of aeronautics, he knows aircraft thoroughly, and he knows more about patrol and scouting tactics—the immediate concern of this branch of the Naval aviation—than any other officer.

Despite that the Navy describes these mass flights as merely "routine transfer," officers and men involved don't regard them that lightly in planning for them. Exercises and training for several weeks prior to the "transfer" are slanted at getting the officers and men in condition for the particular flight.

When they take off on the day set, the weather is "right" or they don't go until it is. While Adm. King likes to do things "when promised," he will postpone a flight because of unfavorable weather.

GET TO WORK

But once into the air, the 80 officers and crew involved "dig in" to their course without any monkey-business. The only detours are for squalls or thunderstorms. They don't "race," and they don't turn it into a pleasure hop. The planes are capable of speeds of more than 150 mph., but on these long hops they throttle 'em down to around 120 mph. This, of course, conserves energy and strain on the craft.

They maintain constant two-way radio communication with their shore and ship stations. At intervals of 600 miles or more tenders or assisting surface craft stand by ready to help if it should be needed.

As yet none has been needed—but if for any reason one or more of the big ships should come down, they could ride out a pretty heavy sea—so staunchly are they constructed. Consolidated makes them seaworthy, capable of beating along against 12-foot seas.

The ships are equipped with life rafts, provisions, water and necessaries so that, in a dire emergency, they could survive a considerable time if lost at sea.

S.D. Union 7/8/37

2000 AIRCRAFT EMPLOYES, 500 CLERKS GO C. I. O.

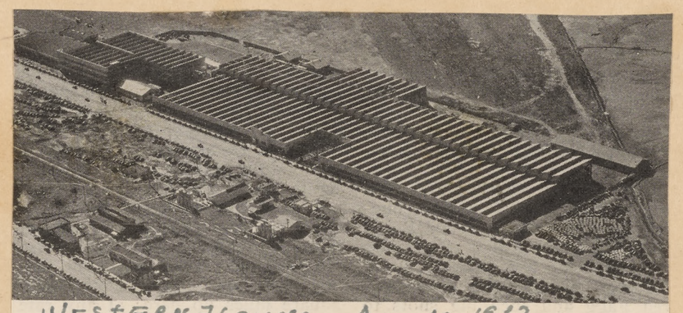
Representing 2000 San Diego aircraft workers, the Aircrafters union voted to seek C.I.O. affiliation last night by a ratio of 6½ to 1, John Orr, financial secretary, announced at a meeting of San Diego C.I.O. union representatives at Eagle hall preparing for formation of a local C.I.O. council.

Orr said the C.I.O. affiliation will be voted on by a general referendum ballot before any action is taken. "This action is done as an emergency measure to maintain complete unity and to allow the membership to decide questions affecting aircraft workers," Orr said. "It follows threats of A. F. of L. officials to revoke our A. F. of L. international association of machinists' charter because we decided to send delegates to a C.I.O. unity conference of aircraft workers." The Aircrafters would affiliate temporarily with the United Automobile Workers of America.

W. H. Palmer, president of the San Diego Retail Clerks union, said the union's 500 members had voted "overwhelmingly" to affiliate with the United Retail Employes of America, a C.I.O. affiliate. Palmer said the vote was taken "because of lack of cooperation from the San Diego Federated Trades and Central Labor council and our A. F. of L. international organization."

AT END OF COAST-TO-COAST FLIGHT—Richard Archbold, research associate of the American Museum of Natural History, accompanied by five others, last week piloted his seventeen-ton flying boat across the country from San Diego to New York in a non-stop flight. He is shown at the left with, left to right, Russell Rogers, co-pilot; William Wheatley, L. Gray, navigator; J. Brown, mechanic, and Harold Ramm, radio operator.

(AP) Photo



WESTERN FLYING JULY 1937

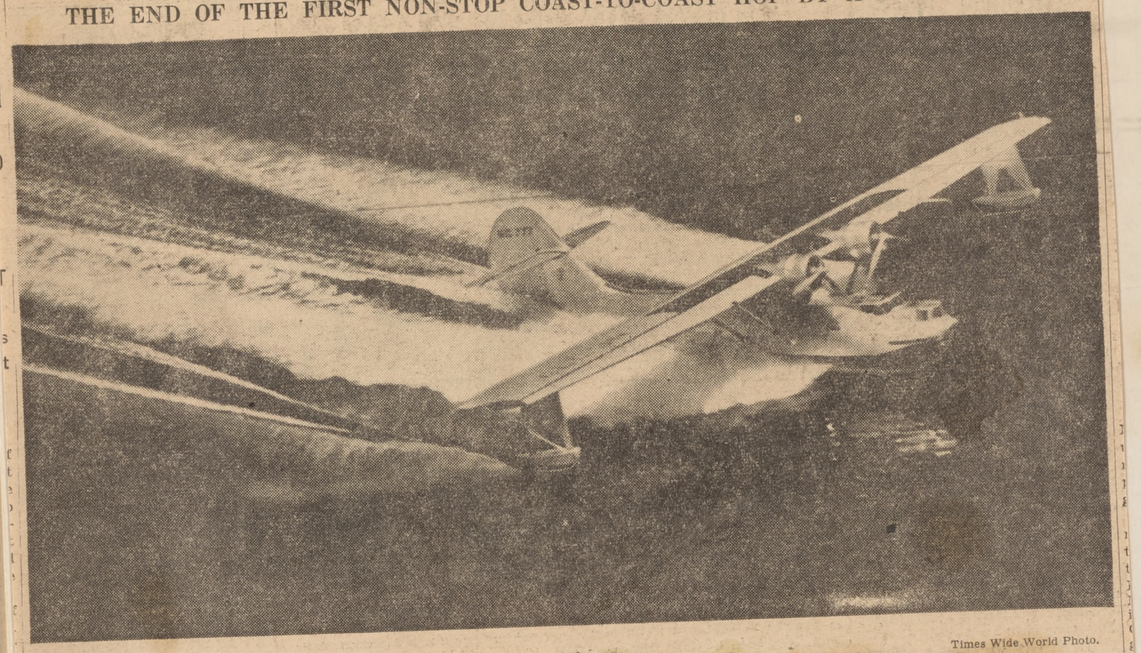
Top to bottom—Douglas Aircraft plant at Santa Monica; total area 700,000 sq. ft., 120,000 sq. ft. addition planned. North American plant at Inglewood; being more than doubled in size—total with improvements, 375,850 sq. ft. Vultee plant at Downey; expansions will be made to total 120,000 sq. ft. Consolidated's new plant in San Diego.

Consolidated Aircraft Corp. with their new plant at San Diego completed last year, busy on $14,000,000 in unfilled orders.

Van Dusen
Laddon
Leigh
Carpenter

Kelley JK
D.G.F.
F.A.L.

THE END OF THE FIRST NON-STOP COAST-TO-COAST HOP BY A FLYING BOAT



Times Wide World Photo.

The Zuba landing in Bowery Bay at the North Beach Airport yesterday on its flight from San Diego

Times Wide World Photo.

Members of the crew at the completion of the transcontinental dash. Left to right: Richard Archbold, pilot; Russell Rogers, co-pilot; Commander L. R. Gray, United States Navy, retired, the navigator; William Wheatley, test pilot, and, in back, Gerald Brown, flight mechanic, and Harold Ramm, radio operator.

FLYING BOAT ENDS NON-STOP FLIGHT

First Transcontinental Hop Completed in 17 Hours 3 Minutes 30 Seconds

TAKE-OFF AT SAN DIEGO

Richard Archbold, Scientist, Will Use Plane for Expedition Into New Guinea

The first non-stop tri pacross the continent by flying

The plane, which has been named Zuba, is of the type with which the navy has made recent long non-stop mass flights in the Pacific. It has a wing span of 106 feet and is equipped with folding wing-tip pontoons of a new type which form, when raised, the ends of the wings themselves. It carries two-way radio, Sperry gyropilot and full blind-flying instruments. A laboratory for the scientific work of Mr. Archbold's expedition, of which Dr. Austin L. Rand will be the collecting head, and eight bunks take the cabin.

Coming in over the municipal airport, Mr. Archbold's crossing of the imaginary field boundary was set by official observers of the National Aeronautic Association at 1:46:30 P. M. (D. S. T.). These observers, Kenneth Behr, manager of Floyd Bennett Field; James M. Clark of the Manufacturers Aircraft Association, Charles G. Cleveland, news editor of Aviation Magazine, and George McLoughlin, editor of Aero Digest, announced the landing time as 1:54:30 P. M. (D. S. T.). The plane had left San Diego at 8:51 P. M. on Thursday.

After the plane had be moored about 200 yards off shore, the Police Department tug Marine 3, in command of Sergeant Vance Parkinson, took off a boarding party which included the official observers, who took charge of the two barographs carried on the trip; Mrs. John F. Archbold, the pilot's mother; his brother, Adrian; his brother-in-law, Page Hufty, O. J. Whitney, head of the charter service at North Beach, and presentatives of the museum.

Mr. Archbold said he had flown at 14,000 feet during the first part of the journey, but after crossing the Mississippi had come down to altitudes between 7,000 and 9,000 feet for the remainder of the trip. His average speed was about 135 miles an hour. There was enough fuel left, he said, for six hours' more flying.

During the time the plane remains here several radio aids for the New Guinea expedition will be tested, the pilot declared. He said the exact route he will follow across the Pacific has not been determined, but that he would probably go from San Diego to Honolulu; Wake Island, Midway Island and Guam and then turn south for the 2,000-mile hop to New Guinea, where he expects to remain for a year or more.

Herald Tribune Pattern Service,
230 West 41st Street, N. Y. C.

☐ Inclosed find 15 cents in stamps for piece dress that will help you to feel cool and collected even on the hottest days. The cunning little round neck, the fitted waist and the tucked sleeves make this modest little costume always dainty and fresh-looking. The skirt could be solid color or a print on a navy blue, wine color or black ground—the blouse would be smart in frosty white trimmed with contrasting buttons.

Pattern 727-X is cut in sizes 14 to 20; 32 to 42. Size 36 requires 1¾ yards of 39-inch material for the short-sleeved blouse and 2 yards for the long-sleeved version. 2⅛ yards of 39-inch fabric are required for the skirt.

Pattern No..... Size.....

Fashion and Needlework Book. ☐ 10 cents additional if ordered with pattern. ☐ 15 cents if ordered separately.

(Residents of New York City must include 2 additional on each order in payment of City Sales Tax for Unemployment Relief).

100 Men Owe Lives To Consolidated Employe

S.D. Sun 7/4/37

Heroism In Navy Disaster Nets Frank Moon Gold Medal

Because Frank M. Moon was as good a swimmer as a mechanic, more than a hundred men today owe their lives to him.

But Mr. Moon isn't overwhelmed by the importance of such a debt, and he goes right on performing his modest functions as chief janitor at Consolidated Aircraft Corp., just as though he never wore a thick, solid gold medal on his Navy uniform.

He hasn't had official use for that uniform in the 11 years since his retirement from the Navy, so Mr. Moon doesn't get much chance to display his medal any more. Instead, he has a small round button pinned to his shirt, an identification worn by all the 2800 factory workers.

The big event in Moon's life, the one which netted him a letter of commendation from the Secretary of the Navy, and a gold lifesaving medal of honor from the Secretary of the Treasury, was one of the Navy's greatest disasters—the piling up of six destroyers on the rocks at Point Conception the stormy evening of September 8, 1923.

Oblivious To Fate

In the engine room of the USS Fuller, Moon was attending to his tasks as chief machinist's mate, oblivious to the vessel's tragic destiny as it probed through a heavy fog and plunged in the rough seas.

On the bridge, Comdr. Seed dimly saw the destroyer USS Young, already overturned on the jagged shore, water pouring into her smashed hull. He ordered his own vessel to sheer away. The Young was cleared but dead ahead loomed the Farragut, and a collision was unavoidable. After the impact, the Fuller backed away, became cradled on the Point Conception Rocks, and started to break up.

Driven To Deck

Moon and his mates in the engineroom remained at their posts until the inrushing water drove them to the deck. The vessel was listing dangerously; with each surge of surf, she seemed to turn farther on her side, and it appeared that the crew must be removed immediately, if their lives were to be saved.

Moon volunteered to explore among the rocks along shore to determine whether they could hold safely any of the Fuller's

FRANK M. MOON
Cheated Davy Jones of 100 Victims

people. With unerring accuracy he lassoed a small rock 15 feet from the vessel, crossed hand over hand on the rope, and continued to a larger rock which was capable of holding 20 men.

Comdr. Seed considered this an unsafe perch and ordered Moon to return.

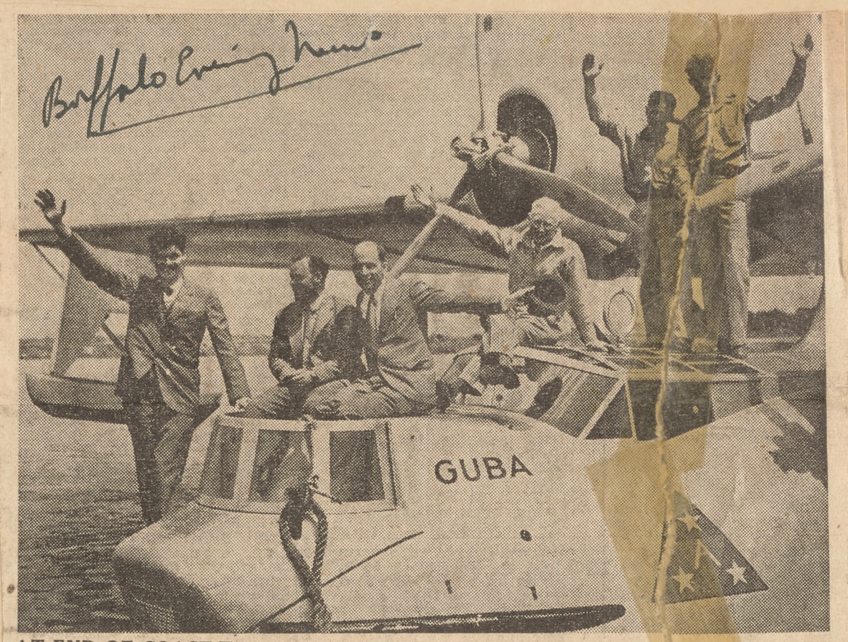
Clings To Vessel

He worked his way back through the turbulent sea and clung, with the remainder of the 106 men in the crew to the port side of the Fuller, which rested at a precarious 40-degree angle throughout the night.

At daylight, Comdr. Seed plunged into the water and swam to a large rock he believed would hold the entire crew. "If I fail to make it," he told his men, "remain aboard the ship, but if I get there, follow me with a line."

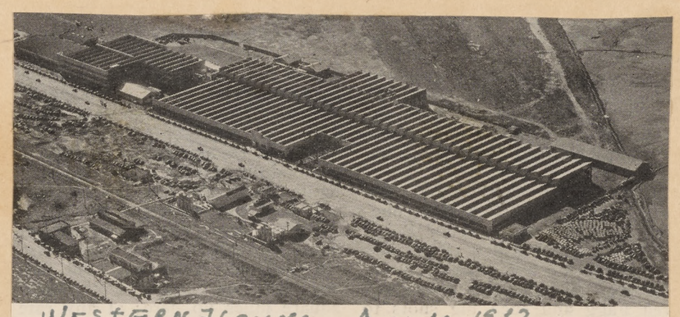
When he had succeeded, Moon, with a small signal halyard about his waist, followed. On reaching the outcropping, he secured to it a heavy rope attached to his signal halyard, and the Fuller, now hopelessly wrecked, was abandoned to its fate by the crew, which crawled to safety along the line.

It was a spectacular job well-done, but Mr. Moon was in the Navy so long that despite the fact he's been a civilian for the past 11 years, it's just as difficult to get him to talk about the event as if his tongue were still tied by characteristic Navy reticence.



AT END OF COAST-TO-COAST FLIGHT—Richard Archbold, research associate of the American Museum of Natural History, accompanied by five others, last week piloted his seventeen-ton flying boat across the country from San Diego to New York in a non-stop flight. He is shown at the left with, left to right, Russell Rogers, co-pilot; William Wheatley, L. Gray, navigator; J. Brown, mechanic, and Harold Ramm, radio operator.

(AP) Photo



WESTERN FLYING JULY 1937

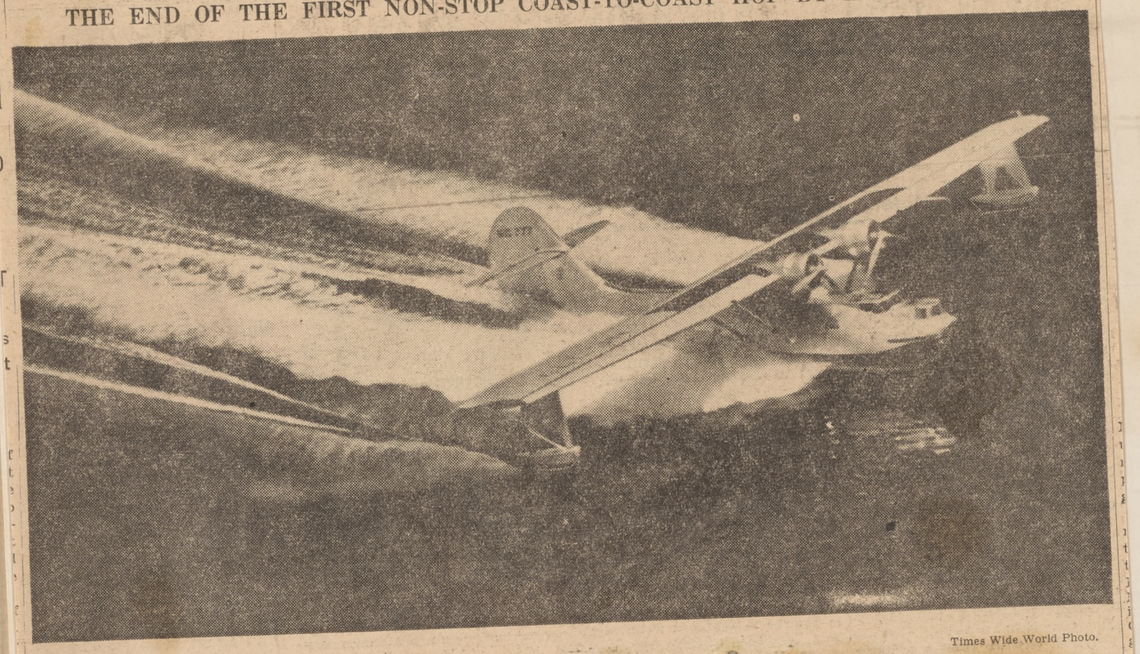
Top to bottom—Douglas Aircraft plant at Santa Monica; total area 700,000 sq. ft., 120,000 sq. ft. addition planned. North American plant at Inglewood; being more than doubled in size—total with improvements, 375,850 sq. ft. Vultee plant at Downey; expansions will be made to total 120,000 sq. ft. Consolidated's new plant in San Diego.

Consolidated Aircraft Corp. with their new plant at San Diego completed last year, busy on $14,000,000 in unfilled orders.

Van Dusen
Laddon
Leigh
Carpenter

Kelley JK
D.G.F. J-DCA
F.A.L. JK

THE END OF THE FIRST NON-STOP COAST-TO-COAST HOP BY A FLYING BOAT



Times Wide World Photo.

The Zuba landing in Bowery Bay at the North Beach Airport yesterday on its flight from San Diego

Times Wide World Photo.

Members of the crew at the completion of the transcontinental dash. Left to right: Richard Archbold, pilot; Russell Rogers, co-pilot; Commander L. R. Gray, United States Navy, retired, the navigator; William Wheatley, test pilot, and, in back, Gerald Brown, flight mechanic, and Harold Ramm, radio operator.

FLYING BOAT ENDS NON-STOP FLIGHT

First Transcontinental Hop Completed in 17 Hours 3 Minutes 30 Seconds

TAKE-OFF AT SAN DIEGO

Richard Archbold, Scientist, Will Use Plane for Expedition Into New Guinea

The first non-stop tri pacross the continent by flying boat ended in Bowery Bay, at North Beach Airport, yesterday when Richard Archbold, research associate of the American Museum of Natural History, landed a 34,000-pound Consolidated PBY-1 which he had taken off at San Diego 17 hours 3 minutes 30 seconds before. Flying between storm areas to the north and south of his course, he came by way of Dallas, Cincinnati and Pittsburgh. Conditions were good most of the way, he said, save for thunderstorms over the Rockies and the Alleghanies.

With the scientist, who will leave in about a month for his fourth expedition to New Guinea to collect and study mammals and birds, were his co-pilot, Russell Rogers, who will accompany him on the expedition; Gerald Brown, mechanic; William Wheatley, chief test pilot of the Consolidated Aircraft Corporation; Harold Rann, radio man, and Commander L. R. Gray (retired) of the United States Navy, navigator. The flight was made as a sort of shakedown trip for the big plane, which, on its two 1,000-horsepower twin-row Wasp engines, has a range of about 4,000 miles.

The plane, which has been named Zuba, is of the type with which the navy has made recent long non-stop mass flights in the Pacific. It has a wing span of 106 feet and is equipped with folding wing-tip pontoons of a new type which form, when raised, the ends of the wings themselves. It carries two-way radio, Sperry gyropilot and full blind-flying instruments. A laboratory for the scientific work of Mr. Archbold's expedition, of which Dr. Austin L. Rand will be the collecting head, and eight bunks take the cabin.

Coming in over the municipal airport, Mr. Archbold's crossing of the imaginary field boundary was set by official observers of the National Aeronautic Association at 1:46:30 P. M. (D. S. T.). These observers, Kenneth Behr, manager of Floyd Bennett Field; James M. Clark of the Manufacturers Aircraft Association, Charles G. Cleveland, news editor of Aviation Magazine, and George McLoughlin, editor of Aero Digest, announced the landing time as 1:54:30 P. M. (D. S. T.). The plane had left San Diego at 8:51 P. M. on Thursday.

After the plane had be moored about 200 yards off shore, the Police Department tug Marine 3, in command of Sergeant Vance Parkinson, took off a boarding party which included the official observers, who took charge of the two barographs carried on the trip; Mrs. John F. Archbold, the pilot's mother; his brother, Adrian; his brother-in-law, Page Hufty, O. J. Whitney, head of the charter service at North Beach, and presentatives of the museum.

Mr. Archbold said he had flown at 14,000 feet during the first part of the journey, but after crossing the Mississippi had come down to altitudes between 7,000 and 9,000 feet for the remainder of the trip. His average speed was about 135 miles an hour. There was enough fuel left, he said, for six hours' more flying.

During the time the plane remains here several radio aids for the New Guinea expedition w be tested, the pilot declared. He said the exact route he will follow across the Pacific has not been determined, but that he would probably go from San Diego to Honolulu; Wake Island, Midway Island and Guam and then turn south f the 2,000-mile hop to New Guinea, where he expects to remain for a year or more.

This is in anticipation of projected landings on a lake in the interior of New Guinea which Mr. Archbold said is at an altitude of 11,000 feet. The flying scientist said that no plane ever had taken off from the water farther above sea level than Lake Tahoe, which has an altitude of 6,225 feet and that he was eager to check his craft's performance in the rarefied air of Wyoming before landing it on a lake in the wilds of New Guinea from which it might not be able to rise again.

The leader of the scientific members of the New Guinea expedition will be Dr. Austin L. Rand, who has accompanied Mr. Archbold on three previous trips to this island. The plane will be used both for survey purposes and to establish advance bases for the ground party by dropping food and other supplies. A smaller amphibian plane which Mr. Archbold and Mr. Rogers took to New Guinea last year overturned in a squall and sank at Port Moresboy after they had used it for some time.

As a result of this mishap, Mr. Archbold has named his new ship "Guba," a native word meaning a "sudden squall."

Constitution Change Legal

100 Men Owe Lives To Consolidated Employe

S.D. Sun 7/4/37

Heroism In Navy Disaster Nets Frank Moon Gold Medal

FRANK M. MOON
Cheated Davy Jones of 100 Victims

Because Frank M. Moon was as good a swimmer as a mechanic, more than a hundred men today owe their lives to him.

But Mr. Moon isn't overwhelmed by the importance of such a debt, and he goes right on performing his modest functions as chief janitor at Consolidated Aircraft Corp., just as though he never wore a thick, solid gold medal on his Navy uniform.

He hasn't had official use for that uniform in the 11 years since his retirement from the Navy, so Mr. Moon doesn't get much chance to display his medal any more. Instead, he has a small round button pinned to his shirt, an identification worn by all the 2800 factory workers.

The big event in Moon's life, the one which netted him a letter of commendation from the Secretary of the Navy, and a gold lifesaving medal of honor from the Secretary of the Treasury, was one of the Navy's greatest disasters—the piling up of six destroyers on the rocks at Point Conception the stormy evening of September 8, 1923.

Oblivious To Fate

In the engine room of the USS Fuller, Moon was attending to his tasks as chief machinist's mate, oblivious to the vessel's tragic destiny as it probed through a heavy fog and plunged in the rough seas.

On the bridge, Comdr. Seed dimly saw the destroyer USS Young, already overturned on the jagged shore, water pouring into her smashed hull. He ordered his own vessel to sheer away. The Young was cleared but dead ahead loomed the Farragut, and a collision was unavoidable. After the impact, the Fuller backed away, became cradled on the Point Conception Rocks, and started to break up.

Driven To Deck

Moon and his mates in the engineroom remained at their posts until the inrushing water drove them to the deck. The vessel was listing dangerously; with each surge of surf, she seemed to turn farther on her side, and it appeared that the crew must be removed immediately, if their lives were to be saved.

Moon volunteered to explore among the rocks along shore to determine whether they could hold safely any of the Fuller's people. With unerring accuracy he lassoed a small rock 15 feet from the vessel, crossed hand over hand on the rope, and continued to a larger rock which was capable of holding 20 men.

Comdr. Seed considered this an unsafe perch and ordered Moon to return.

Clings To Vessel

He worked his way back through the turbulent sea and clung, with the remainder of the 106 men in the crew to the port side of the Fuller, which rested at a precarious 40-degree angle throughout the night.

At daylight, Comdr. Seed plunged into the water and swam to a large rock he believed would hold the entire crew. "If I fail to make it," he told his men, "remain aboard the ship, but if I get there, follow me with a line."

When he had succeeded, Moon, with a small signal halyard about his waist, followed. On reaching the outcropping, he secured to it a heavy rope attached to his signal halyard, and the Fuller, now hopelessly wrecked, was abandoned to its fate by the crew, which crawled to safety along the line.

It was a spectacular job well-done, but Mr. Moon was in the Navy so long that despite the fact he's been a civilian for the past 11 years, it's just as difficult to get him to talk about the event as if his tongue were still tied by characteristic Navy reticence.

CONSAIR FIGHTS COUNTY TAX ON $500,000 STOCK

Materials Owned By U. S., Claim; Whelan Holds Levy By S. D. Legal

S. D. SUN 7/9/37

A $500,000 bone of contention arose today between the county and the Consolidated Aircraft Corp., based on the claim of aircraft officials that a large percentage of their personal property is government-owned and thus exempt from county taxation.

The county-aircraft firm battle was disclosed by Dist. Atty. Thomas Whelan, who prepared an opinion for County Assessor Crowell D. Eddy regarding the county's theory of taxing the company.

Subject To Tax

In his opinion Whelan contended all materials in the firm's storehouses are subject to county tax assessments.

"Consolidated Aircraft claims that certain of its airplane parts and materials are being purchased by the government by progressive payments and therefore are technically the property of the government," Whelan said. "I believe the government carries a lien on planes and materials which they expect to purchase, for protection in case of unforseen contingencies at the time the contract with the aircraft company was made."

The airplane manufacturing firm actually is in the business of making planes for the Government and for foreign governments at a profit, and operates like any other similar concern, Whelan declared in his opinion. He advised Eddy to assess all properties of the corporation including tools, supplies and stored materials.

Whole Value Incomplete

Eddy said the disputed property amounts to more than $500,000. The concern's assessed valuation is not completed, he said.

Los Angeles county, Whelan pointed out to the assessor, follows the method prescribed by the district attorney.

Aircraft company officials claimed that their contract with the Navy showed that certain properties and materials in the firm's storehouses were being purchased by progressive payment and therefore in actuality were Navy property, therefore exempt from county taxes.

NINE S. D. UNIONS FORM C. I. O. BODY, REQUEST CHARTER

S. D. UNION 7/8/37

The San Diego Industrial Council, composed of San Diego affiliates of the Committee for Industrial Organization, organized last night and applied for a C. I. O. charter.

Composed of nine C. I. O. unions, the council represents approximately half of San Diego's organized workers. Unions included are aircrafters, retail clerks, tailors, laundry workers, bakery workers, International Longshoremen's association, warehouse men, American Radio Telegraphers association and the Newspaper Guild. Membership in these groups totals about 3600.

Officers elected pending arrival of the charter were William Adair, Newspaper Guild, president; W. H. Palmer, retail clerks, vice president; George Smith, aircrafters, recording secretary, and Morrie Smolan, laundry workers, organizer.

To the executive committee were named C. L. Stock, G. W. Sleeper, P. J. Johnson, and A. C. Rogers, and to the administration committee Melvin C. Mayne, P. J. Clark and L. A. Stevens.

"The industrial council stands for unity and democracy in the labor movement and for organizing the unorganized," Adair announced last night.

AIRCRAFT UNION RETAINS CHARTER OFFICER ASSERTS

S. D. UNION 7/9/37

Charter of Aircraft Local 1125, International Association of Machinists, consisting mostly of Consolidated Aircraft Corp. employes, will not be lifted as a result of CIO activities, Walter Nash, general representative of the International association, announced here yesterday.

Nash issued the following statement:

"Rumor being spread in the plant of Consolidated that the charter has been lifted is declared false and utterly without foundation. There is not the least intention on the part of the international to revoke the charter, though action may be taken against certain officers of the local because of their actions which are violations of the constitution of the association.

"The rumor that the charter has been lifted is being spread in an effort to persuade the employes of the Consolidated that they now have no labor organization to represent them before management in pending wage negotiations and therefore, that they should vote to affiliate themselves with the C.I.O. organization on a so-called ballot that has allegedly been mailed to each employe in the plant.

"The ballot is illegal because there is no means of checking whether the member credited with voting actually received and voted the ballot or whether it was marked by individuals who do not want a fair election conducted.

"Any election to determine whether present affiliations will be discontinued will be taken whenever a majority of those involved so decide but it will be conducted in a manner that will assure to each employee the right to vote as he desires and have his vote counted in accordance with his desire."

S. D.-BUILT PLANES FOR OTHER NAVIES NEAR COMPLETION

Consolidated Aircraft Corp. officers announced yesterday the McCormick line freighter West Nilus will arrive here July 18 to take aboard three seaplanes consigned to the Argentine naval air station at Puerto Belgrano. Three other planes, nearing completion for the Argentine government, will be shipped next month.

A freighter of the Inter-Ocean S. S. Co. will call here in October to load two Consolidated-built planes to be delivered to the Russian government. These planes are to be transported either to Hamburg or Havre and there transshipped to a Black sea port.

The seaplanes built for the two foreign governments are of the BY-1 type on which U. S. government restrictions were removed several months ago. The October shipment will complete present foreign contracts for seaplanes by Consolidated.

S. D. UNION 7/9/37

CIO COUNCIL FORMED IN S. D.

2000 Aircrafters, 500 Clerks Quit A. F. Of L.

7/8/37—S. D. SUN

San Diego labor ranks split wide open last night, as the San Diego Industrial Council, composed of affiliates of the Committee for Industrial Organization, formally applied for a CIO charter, and members of the Aircrafters' Union and the Retail Clerks' Union voted in favor of CIO affiliation.

Approximately half of organized workers in the city were affected by the actions, taken at meetings in Eagles' hall.

Overwhelming Vote

Two thousand aircraft workers, voting 6 to 1, left the Federated Trades Council, an American Federation of Labor body, to join CIO. Approximately 500 workers were affected by the Retail Clerks' Union action.

These developments followed on the heels of last week's "purge" of the local Central Labor Council when delegates from 15 unions were refused admittance on the grounds they had "Communistic tendencies," or were "seeking to disrupt the labor movement." The "purge" was ordered by A. F. of L. President William Green.

A. F. L. Threats Charged

John Orr, financial secretary of the aircraft union, said, in commenting on the vote:

"This action is done as an emergency measure to maintain complete unity and allow the membership to decide questions affecting aircraft workers. It follows threats of Federation officials to revoke our A. F. of L. International Association of Machinists' charter because we decided to send delegates to a CIO unity conference of aircraft workers."

The union, he said, probably will affiliate temporarily with the United Automobile Workers of America.

'Lack of Co-operation'

President W. H. Palmer of the clerks' union said the clerks' decision in favor of CIO affiliation was made "because of lack of co-operation from the San Diego Federated Trades and Central Labor Council, and our A. F. of L. international organization."

Nine San Diego unions comprise membership of the new council. Included are Aircrafters, Retail Clerks, Tailors, Laundry Workers, Bakery Workers, Longshoremen, Warehousemen, Radio Telegraphers and membership of the Newspaper Guild. Membership totals more than 3500.

Adair Named President

Officers elected pending arrival of the charter were William Adair of the Newspaper Guild, president; Palmer, vice president; George Smith, Aircrafters, recording secretary, and Morrie Smolan, Laundry Workers, organizer.

To the executive committee were named C. L. Stock, G. W. Sleeper, P. J. Johnson and A. C. Rogers. Members of the administration committee will be Melvin C. Mayne, P. J. Clark and L. A. Stevens.

Representatives of CIO and AFL were to debate the respective merits of the two groups today before a meeting of the San Diego Democratic Women's club in U. S. Grant hotel at noon.

ALUMINUM STRIKE SLOWS S. D. PLANT

S. D. UNION 7/9/37

The seven-week strike at the huge Aluminum Co. of America plant at Alcoa, Tenn., resulting in a riot Wednesday that killed two men and injured 21 others, is seriously affecting construction work at aircraft factories, including Consolidated plant at Lindberg field.

So serious has been the delay, due to failure to obtain urgently needed material, there is a possibility delivery of airboats now being built by Consolidated for the navy will be delayed far beyond the contract time. A similar situation confronts the Boeing, Douglas, Martin and other aircraft plants.

CONSOLIDATED AIRCRAFT CORP. made delivery of a commercial version of their PBY-1 to Richard Archbold of the American Museum of Natural History who immediately proceeded to make a transcontinental dash in the sea-going plane—more about it in the News Review section of this issue. The Senate Claims Committee favorably reported the bill to pay Consolidated $92,993 representing the increased cost to the manufacturer in fulfilling a government contract for airplanes after passage of the N.R.A.

WESTERN FLYING JULY 1937

WESTERN FLYING JULY 1937

Archbold's new flying boat

Ship to be used to explore jungles of New Guinea.

Richard Archbold of the American Museum of Natural History took delivery of a commercial version of the Consolidated PBY boat at the San Diego plant late in June. The plane is to be used for the continuation of exploratory work Archbold has already started in Papua, New Guinea.

It is understood that due to export limitations, the boat cannot leave this country until November and, in the meantime, will be thoroughly tested in this country. Tests will consist chiefly of landings and take-offs in lakes at high altitudes. In this respect, soon after Archbold obtained the plane, a test flight was made to Lake Tahoe, where the plane was landed and then flown-off the surface of the lake, the altitude of which is over 6,000 ft. Lakes in the vicinity of New Guinea to be explored by the expedition are found at elevations of nearly 12,000 feet.

After accepting the plane, the young explorer flew the plane non-stop across the continent to New York, establishing a record flight for water craft over land.

According to information received from Archbold while on the coast, he expects to fly the craft to New Guinea via the Pan American route as far as Guam and then drop south to Guinea.

CONSAIR SHIPS AIRBOATS TO ARGENTINE NAVY JULY 24

S. D. SUN 7/9/37

Three Planes Okehed By South American Officers; Freighter Delayed

Three Consolidated-built airboats, constructed for the Argentine navy, will be shipped to the South American republic from San Diego about July 24 or 25, officials of the aircraft concern announced today.

The McCormick freighter West Nilus, which originally was due to pick up the planes here July 17, has been delayed.

The cargo will have a ship's measurement weight of 1200 tons, and each plane will be divided into five units, placed in specially-built boxes reinforced to withstand buffeting during a stormy voyage.

Six seaplanes, of the P2Y3 type, predecessor to the U. S. Navy's PBY1 bombers, of which 60 have just been completed by Consolidated, were ordered by the Argentine government.

They were accepted recently by high ranking Argentine naval officers who observed official tests in San Diego.

The three remaining planes will be shipped about the middle of August. A freighter has not yet been obtained for this cargo.

200 DISCHARGED AT CONSOLIDATED; UNION PROTESTS

S.D. UNION 7/10/37

Lay-offs at the Consolidated Aircraft Corp. plant yesterday afternoon, in what company announcements said was a retrenchment move, last night drew charges from the executive board of Aircraft Local 1125, International Association of Machinists, that the management was "trying to break up the existing union organization."

The union officers said 200 had been laid off.

The board members, in an official statement, said they had appealed to Dr. Towne Nylander, regional labor board director, and that he is to come here this afternoon to hold a conference with union representatives and company officials.

A "notice to all employes," made public by the aircraft company's executive late in the afternoon, stated:

"Because of shortages of material due to strikes in the east, other delays beyond our control, and lack of new business, it is necessary to reduce personnel materially. In the hope of overcoming these difficulties, the company has delayed action as long as possible."

Shift Discontinued

The announcement also carried an outline of new set-ups of shifts and schedules in which the "third shift" was discontinued, "the remaining night shift" discontinued in part; Saturday work and all overtime schedules discontinued, and the regular 40-hour work-week allowed to stand.

"Partially to make up for loss of overtime pay, there will be added to present rates 5 cents an hour to all hourly employes, plus 5 cents an hour when employed on the night shift and 5 percent to the five-day base pay of all salary employes (except those on executive payroll)," the announcement concluded.

Following is the statement released last night by the executive board of the union:

"Members of Aircraft Local 1125, International Association of Machinists, in emergency council tonight received reports from more than 200 persons, many of whom were union officers and leaders, and others who were known to have expressed opinions favorable to union labor and the Committee for Industrial Organization, that they were discharged from the plant of Consolidated Aircraft Corp. today.

Discrimination Charged

"Our reports indicate definitely that these men have been discriminated against because of their union activities and affiliations.

"We have definite evidence that it is the stated desire of the aircraft management to sway the result of a referendum election now under way and to break up the existing union organization.

"They want us to strike!

"We prefer the democratic legal method of solving our problem by appealing to the regional labor board to protetc our members from discriminatory action and have communicated with Dr. Towne Nylander, regional director. Dr. Nylander will arrive here tomorrow (Saturday) afternoon to confer with union representatives and the management and if no agreement is reached we will file charges of violation of the Wagner labor relations act.

"We are a law-abiding group, ruled by the will of our majority in our own problems and with those having to do with managerial relations."

The statement was signed by John M. Orr, secretary, "for the executive board."

The election referred to is a referendum vote under way by mail among members of the union on the question of switching the affiliation of the Aircraft local from the American Federation of Labor to the C. I. O., Orr said.

Maj. Fleet's Statement

After a Union reporter read the Aircraft union's statement to him over the telephone, Maj. R. H. Fleet, Consolidated Aircraft Corp. president, said:

"We let some 200 odd men go today. We hated to do it but shortage of material due to strikes in the east and other causes beyond our control, including lack of new business, made material reduction necessary and by cutting out all Saturday work and all overtime we were able to refrain from discharging 650 more men.

"We hate like all the world to discharge men whom we have trained and may need if and when these conditions change but we had no alternative and to keep from discharging so many men we decided it best to cut out all overtime work.

"Membership in the union had absolutely no bearing on the discharges. We don't know who are and who aren't members of the union.

"I discussed with many of the foremen whether they would prefer larger discharges of men or cutting out overtime shifts and they favored the latter so that more men might be retained.

"We are doing our utmost to retain trained men."

Jungle Food Delivery by Air, Phone Call, Archbold Plan

S.D. UNION 7/11/37

S. D.-to-N. Y. Boat Flier To Establish Base on New Guinea Coast; Will Start Ocean Flight in December.

By EDWARD R. WALLACE
Associated Press Staff Writer

NEW YORK, July 10—Deep in the steaming jungles of New Guinea, the whine of a dynamo will rise, a dial will be twisted and out into the wilderness will go a telephone call.

Miles away, a listener will signal and an alert plane crew will leap to deliever—groceries.

Roughly, this is the picture of activity next year, when Richard Archbold, young New York explorer; establishes his "flying base" of food and supplies for a scientific expedition now being prepared to penetrate into the mountainous interior of the jungles.

Archbold, who recently flew here from San Diego, is 30 years old, and has been associated with the American Museum of Natural History for 10 of them.

It will be his third expedition into the Guinea interior in search of rare birds, animals and plants, and his second try at establishment of communication with an exploration party by plane from the sea coast.

A year ago, his first effort came to grief when his plane overturned.

To Be $100,000 Expedition

Tall, stooping slightly, young Archbold looks out intently—almost fiercely—from heavy, bushy eyebrows, as he describes what he expects to find in his latest expedition—which will cost $100,000.

A party of four scientists, headed by Dr. Austin L. Rand of the museum, will go to New Guinea first—by ship in September.

Late in December, the Guba—Motouan for "big wind"—as the seventon, San Diego-built flying boat is called, will take off from New York for the west coast.

The Consolidated Aircraft Corp. plane is the same one in which Archbold and his party recently crossed the continent non-stop from San Diego in 17 hours 3½ minutes, the first time such a flight has been accomplished by a flying boat.

Will Follow Clipper Route

From the west coast, the flying boat, loaded with scientific instruments, will begin the 10,000-mile flight to New Guinea.

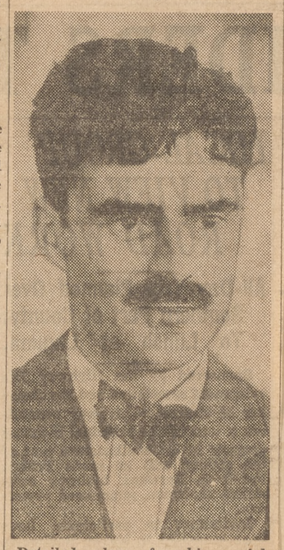
The plane will follow the China Clipper route to Honolulu, Wake island, Midway island and Guam, then turn south to New Guinea. It will rest at Holandia, New Guinea, awaiting calls from the interior. A special monorail system has been built into the craft, enabling food, and supplies to be dropped by parachute.

The two-way radio telephone, with a radius of more than 1500 miles, will be used for communication between the party in the interior and the coast base.

Archbold hopes to bring back, a rare flying Pnalanger, a tiny, gray-brown animal, three to four inches long, which has a long tail covered with substance like feathers. It is a marsupial—nurturing its young in a pouch like the kangaroo.

Another curious mammal he hopes will be obtained is the black and white-stripped Dactyl Opsila, which exists on bugs and insects, and has a long, extended fore finger, used to scoop its food from beneath rocks and logs.

Pilots 'Big Wind'



Detailed plans for his aerial operations in an exploration expedition to New Guinea this fall were disclosed in New York yesterday by Richard Archbold, who recently flew a Consolidated Aircraft flying boat non-stop overland from San Diego to New York.

U.S. AGENT PROBES AIRCRAFT LAY-OFF

S.D. UNION 7/11/37

More than 30 "laid off" employes of Consolidated Aircraft Corp., were questioned yesterday by David Persinger, attorney for the regional labor relations board, in preparing to represent the government in a hearing in which members of the International Association of Machinists, Aircraft Local 1125, have charged they were discriminated against by the aircraft management.

Persinger, sent here by Dr. Towne Nylander, regional director of the national labor relations board, said no date for the hearing has been set.

Members of the union will count ballots tonight in a mass meeting at Eagles' hall, on the question of whether the A. F. L. affiliated union shall join the C. I. O., officers said last night.

AIRCRAFT GAINS CITED BY PRICE

S. D. SUN/7/10/37

Describing the increased business of American aircraft manufacturers in foreign countries, E. T. Price, president of Solar Aircraft Co., yesterday addressed members of the Chamber of Commerce aviation committee. He has recently returned from a 6000-mile tour of the nation during which he visited the country's major aircraft manufacturing plants.

Contracts for domestic as well as foreign planes have resulted in the Glenn Martin factory of Baltimore doubling its floor space, he said.

Guest at the luncheon was Lieut. H. J. McRoberts, assistant Naval aircraft inspector at the Consolidated plant, who has just completed a post graduate course at Annapolis.

REPLY GIVEN TO MACHINISTS BY AIRCRAFT CHIEF

S.D. SUN 7/10/37

Referendum Vote Taken On Members' Demand, Says Orr

Charges by Walter Nash, general representative of the International Association of Machinists, that actions of certain officers of local Aircraft Lodge 1125 are "violations of the constitution," and that some action might be taken against them, were answered yesterday by John Orr, executive secretary of the local, who replied to the allegations.

On Members Demand

"The aircraft local's recent vote for a referendum of the members to determine whether the union should move toward affiliation with the CIO or remain with the A. F. of L. came about through recent actions and insistent demands of the members themselves," Orr said.

"The aircraft workers officers have no desire other than to see carried out the will of the majority of the members with due regard to rules of democratic procedure which apparently have been abandoned by the A. F. of L. officials.

Precautions Cited

Orr said that all precautions possible have been taken to insure a true expression of union sentiment, and to prevent "stuffing of the ballot by any minority element." He said all action has been taken under advice of legal counsel.

The trouble was precipitated, Orr said, when the local labor council "virtually disfranchised" the aircraft local by excluding regularly chosen delegates of the union under order of A. F. of L. president, William Green.

Consair Lays Off 200; Discrimination Denied

Materials Delayed By Eastern Strikes, Lack Of New Business Forced Move, Says Fleet

S. D. Sun — 7/10/37

With more than 200 factory workers discharged in an economy move at Consolidated Aircraft Corp. yesterday, Maj. Reuben H. Fleet, president, today declared that further layoffs will occur as long as the company remains a "victim of strikes in the East."

The third shift was discontinued entirely at the plant, and the night shift was curtailed except for the machine and paint shop workers and necessary janitors, watchmen and maintenance men.

Discrimination Charged

Dr. Towne Nylander, regional director of the National Labor Relations Board, was due in San Diego today to confer with company and aircraft union officials on charges by the latter that discrimination was shown by the management in the layoffs.

A statement issued last night by the executive board of Aircraft Lodge 1125, International Association of Machinists, after an emergency meeting, declared:

"We have definite evidence that it is the stated desire of the aircraft management to break up the existing union organization."

Fleet Denies Accusation

Maj. Fleet today said that affiliation with any organization was not considered in making the layoffs. "We merely discharged those who were least valuable to the company," he stated.

To compensate partially for the discontinuance of the shifts and the cancelling of Saturday work (for which employes were paid overtime wages of time and a half), remaining workers will receive 5 cents per hour more on the day shift and 10 cents per hour more will be paid to the few on the night shift. Salaried employes will be given a 5 per cent increase on the five-day base pay.

'Save Jobs For 650'

"By cutting out overtime, the third shift and part of the night shift, we were enabled to keep 650 men we would otherwise have had to discharge," Major Fleet said.

The layoffs are caused by the "shortages of material due to the strikes in the East, other delays beyond our control, and lack of new business," according to a bulletin board announcement posted in the plant late yesterday.

Re-employment of those laid off will depend entirely on whether Consolidated is successful in securing a contract for the PBY-4 Navy patrol bomber, on which its initial bid was too high, according to the Bureau of Aeronautics.

U. S. Economy Move

"Because of a governmental economy move, the Navy may not buy any more large seaplanes for some time to come," Major Fleet said.

Production of the PBY-2 and PBY-3 planes, for which Consolidated has contracts to construct 116, will be slowed down considerably as a result of the delay in obtaining material and the smaller personnel, according to Major Fleet. A total of 650 have been discharged by the concern since the employment peak several months ago of approximately 3280 factory workers.

NYLANDER IN CONSAIR PROBE

S. D. Sun 7/11/37

U. S. Official Gets Charges On Layoffs

Dr. E. Towne Nylander, regional director, National Labor Relations Board ,today carried in his brief case a formal charge of violation of the Wagner Act, signed by Aircrafters' Union members against the Consolidated Aircraft Corp.

The complaint charged discrimination in this week's mass layoff of factory workers.

Discrimination Charged

Dr. Nylander was called here late yesterday to investigate charges of workers that the aviation concern had "discriminated against union members in the layoff." He said he would stay in the city over the weekend to question union members and company officials.

Meanwhile Maj. Reuben H. Fleet, president of Consolidated, issued a statement to The Sun denying the union charges.

Least Valuable Men

"The men we were forced to dismiss were the least valuable to the concern," he said. "We hadn't the slightest idea how many union men were let go, nor how many non-union men.

'At Consolidated, every man is free to believe whichever way he may choose in religion and unionism. I have issued strict orders that these two subjects should not enter a man's qualifications."

AIRCRAFT UNION BATTLE CARRIED BEFORE COURT

AFL Group Seeks To Prevent Affiliation With CIO

S. D. Sun 7/12/37

Echoes of a public announcement that 2000 Consolidated Aircraft Corp. employes intend to affiliate with John L. Lewis' Committee for Industrial Organization reached superior court here today when the International Association of Machinists and C. L. Bentley, its representative, filed a petition for injunction designed to prevent the affiliation.

The action was directed against Aircraft Lodge No. 1125, local subsidiary of the international association. Attorneys for the international machinists' groupofS ternational machinists' group sought to enjoin the local lodge from dissolving its present affiliation with the American Federation of Labor on grounds that:

1—The meeting held July 7, at which aircraft employes indicated they intended to join the CIO was illegal because it was a secret gathering, in violation of the association's charter.

2—Officials of the local lodge neglected to obtain a written request from 10 per cent of its members before calling the meeting. Therefore, under the association's charter, any action taken at the July 7 meeting is void.

3—The local lodge cannot dissolve its association with the international machinists group because it has an outstanding contract with the aircraft corporation. Under provisions of the international group, the action to dissolve therefore is prohibited.

The petition probably will be heard by Superior Judge L. N. Turrentine next Monday at 10 a. m., attorneys for the international group said.

Meanwhile, charges by former Consolidated Aircraft Corp. employes that they were discriminated against in last week's layoff were being considered today by David Persinger, regional attorney for the National Labor Relations Board.

Persinger returned to Los Angeles early today after rounding up testimony from members of Aircraft local 1125, who claim that their union affiliations reacted to their disadvantage in the discharges. Dr. Towne Nylander, regional director of the board, started investigation of the charges Saturday preparatory to a government hearing.

Ballots distributed among the aircraft members July 7, designed to obtain a formal vote regarding the local machinists group's intention to become a CIO affiliate, were to be collected at the postoffice tonight, it was learned.

Named defendants with the local group were James Burney, Louis Tournie and Fred Hallengren, alleged to have formed the committee which assertedly distributed ballots to aircraft workers.

AIRCRAFTERS UNION VOTES TO JOIN CIO

7/13/37

Affiliation With UAW Decided; Election Retains Officers

The United Automobile Workers of America, a CIO union, has invaded the San Diego labor field.

By an "overwhelming" majority, members of the former Aircraft Local 1125, affiliated with the A. F. L. International Association of Machinists, today had indicated their desire to withdraw from the older labor camp.

Mail referendum ballots to aircraft workers, when counted in Eagles' Hall last night, revealed, according to a union statement, that the "members voted overwhelmingly to affiliate with the Committee for Industrial Organization.

Charter Received

Officers of the former A. F. of L. lodge were re-elected and a charter was presented the group by a CIO representative.

"Almost everyone present signed applications for membership in the CIO," the union statement said.

Earlier in the day, C. L. Bentley, grand lodge representative of the International Association of Machinists, petitioned for an injunction to prevent the Aircraft local from dissolving its affiliation with the A. F. of L.

Court Action Fought

An alternative writ of prohibition, directing the local and its officials to desist from counting the ballots pending the injunction hearing before Superior Judge L. N. Turrentine next Monday at 10 a. m., was served on several union officers after being signed by Judge Clarence Harden.

The officers thus restrained were, however, unable to prevent the general membership from conducting the election, according to the union statement, which declared:

"Counting of the ballots was ordered and carried on by members of the lodge who had received no notice of a court injunction such as was issued to a few of the officers of the lodge. The members took the matter into their own hands by a vote on the floor of the meeting.

"Unable to stay the action, the restrained officers withdrew from the meeting."

Last night's proceedings were "purely illegal," John T. Holt, attorney for the International Association of Machinists, commented today. "The membership ran away with the meeting, in defiance of writs of prohibition," he said.

"It seems to me that last night's action was in contempt of court," Bentley said. He was awaiting orders from his Washington headquarters as to the next step to be taken.

Meanwhile investigation of charges by the aricraft local that a large number of its members had been discriminated against in last week's layoff by Consolidated Aircraft Corp. was continued in Los Angeles today by Dr. Towne Nylander, regional director of the National Labor Relations Board.

Hotel Workers To Hold 'CIO Meeting'

Harry Silver, American Federation of Labor organizer, today planned to hold an organization meeting of all hotel workers in San Diego at 8:30 p. m. today, designed to form a union similar to the Committee for Industrial Organization's vertical union plan.

The meeting will be held in the Bartenders' and Waiters' Union headquarters, 813 Fifth-av. Silver said that already nearly 500 hotel workers have signed membership application blanks.

LOCAL AIRCRAFT UNIONISTS VOTE TO JOIN C. I. O.

S. D. UNION 7/13/37

Ballot Said 'Overwhelming;' Court Order Is Avoided In Counting of Tallies.

Members of the A. F. of L.-affiliated Aircraft Local 1125, American Association of Machinists, voted "overwhelmingly" to join the rival C. I. O., it was announced last night after a mail referendum ballot was counted.

Officers of the A. F. of L. lodge were re-elected and a charter presented at a meeting in Eagles' hall, giving the organization title of Local 506, International Union, United Automobile Workers of America, R. N. Marr, vice president, announced.

Counting of the ballot and presentation of the charter brought new complications in San Diego's A. F. of L.-C. I. O. controversy which was taken into court yesterday when C. L Bentley, member of the International Association of Machinists from San Francisco, sought to enjoin the aircraft group and various of its officers and members from conducting the vote on the question of affiliation and from counting the ballots

Hearing Monday

The attorney for the international obtained an alternative writ of prohibition, directing the local and its officials to desist in plans for an election and counting the ballots pending a hearing set for 10 Monday morning in Department 5, superior court.

After the meeting last night the following statement was issued by Marr, for the executive board of the new C. I. O. union:

"Returns of a mail election were counted tonight by members of Aircraft Local 1125 at a regular meeting in Eagles hall and the members voted overwhelmingly to affiliate with the Committee for Industrial Organization.

"Counting of the ballots was ordered and carried on by members of the lodge who had received no notice of a court injunction such as was issued to a few of the officers of the lodge. The members took the matter into their own hands by a vote on the floor of the meeting.

Officers Withdraw

"Unable to stay the action, the restrained officers withdrew from the meeting.

"Immediately after the count of the ballot, lodge officers were re-elected to head the C. I. O. organization and a C. I. O. representative was called into the meeting to present a new charter. Almost everyone present signed applications for membership in the C. I. O."

Door guards at the hall refused admission to a man who identified himself as Bentley, as well as other persons who, they said, were members of other lodges. Final tally of the ballots was not disclosed.

Later in after the meeting members of the executive board met to map out an extensive organization campaign, Marr said.

Meanwhile, Dr. Towne Nylander, regional director of the National Labor Relations board, announced in Los Angeles yesterday that members of his staff still are investigating charges that members of the union were discriminated against in recent "layoffs" at the aircraft plant and that no date had been set for a hearing.

S.D. Union 7/15/37

CONSAIR LETTER CHARGES DENIED

George R. Smith, recording secretary of Local 506, United Automobile Workers of America, yesterday denied that he was author of a letter, copies of which were circulated among employes of Consolidated Aircraft Corp.

The letter, bearing Smith's signature and exposing alleged defects in construction of planes at the aircraft factory, was mailed recently to Rear Adm. Ernest J. King, former bureau of aeronautics chief. Smith said the letter was a forgery.

"It is bad faith against the air corporation by reason of publicizing the original letter without my opportunity of denial," he said.

Local 506, U. A. W. A., recently transferred its affiliation with the American Federation of Labor to the Committee for Industrial Organization.

RUSS FLIERS' PALS, S. D. PUBLIC TO SEE HEROES; FOG FORGIVEN

S. D. Union 7/15/37

By EDWARD T. AUSTIN

Disappointment of San Diegans who had expected to get a glimpse of the Russian transpolar fliers yesterday morning, was nothing compared to that of three army comrades of the men, who have been here since last Feburary.

The three—A. K. Belenkov, J. S. Katouraev and M. E. Berlin—are Russian engineers, sent here from Moscow to observe the construction of two huge planes for their government in the Consolidated Aircraft plant. The planes, of the PBY1 type, will be ready for delivery in September. They were contracted for by Russia following the lifting of export restrictions upon this type of craft.

When definite word was received that the polar fliers intended to land in San Diego, their three comrades were drafted as a welcoming committee. They waited until reports of the San Jacinto landing had been received before abandoning their vigil.

Maj. Savavge Praises Skill

Maj. H. M. Savage, adjutant of Rockwell field, flew to the landing place yesterday morning and returned later in the day. He praised the keen eyes of the Russian fliers in picking an ideal spot on which to bring down their big craft. It [illegible] to it as to ny ter [illegible] been spread.

San Diego officials will have the privilege of entertaining the fliers. The chamber of commerce and the city officials yesterday afternoon sent a message to the Russian ambassador at Washington, asking him to bring the fliers to San Diego for a day as guests of the city. They arrived last night and will be honored at a reception today.

Considerable speculation was current as to whether the fliers actually were over San Diego. One report was that their destination, at the time they left Moscow, was San Diego and that they had intended to land on North Island. It later was pointed out that permission is necessary from Washington to land there and this never was obtained. So the other alternative, should a landing here have been in their plans, would have been to land on Lindbergh field.

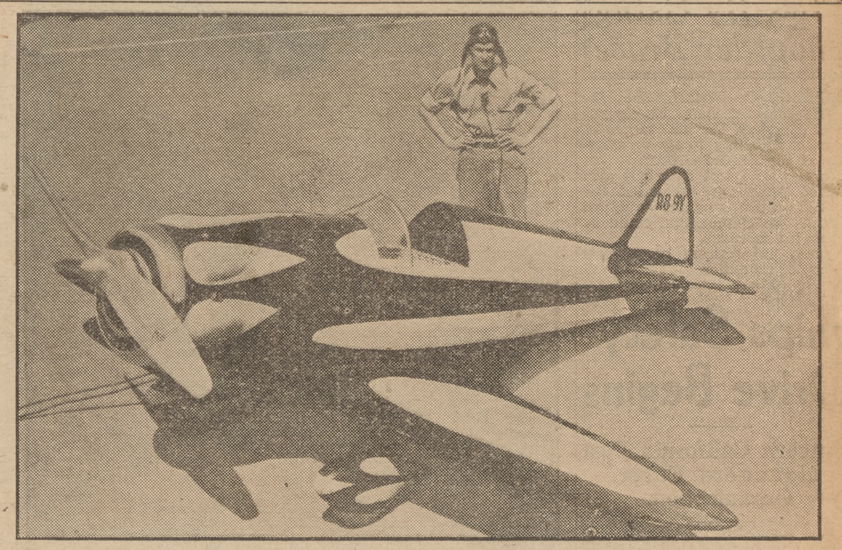
'Climate Club' in Shadow

Hour by hour schedules, however, are conflicting and some observers pointed out that it is doubtful if the plane actually flew over San Diego. It was reported heard over Glendale at 5:58 and over the foothills there at 6:10. If these reports are correct, it would not have had time to reach San Diego and return to San Jacinto by 6:27, when it landed. Owing to the fog and their unfamiliarity with this area, it was pointed out that the fliers may have mistaken Los Angeles for San Diego.

That wasn't nearly as important, however, to climate enthusiasts as the fact that these enthusiasts were being kidded yesterday by friends who pointed out that here were three tourists who had traveled nearly 6500 miles to come to San Diego and couldn't come in because of the fog. Officials of the new climate club were reported bearing up well late yesterday. Restoratives and a day of brilliant sunshine had quieted several bad cases of nerves.

National Air News 7/7/37

Mighty Midget Plane Enters Air Races



Said to be the world's smallest plane, this tiny ship, which develops a top speed of 225 miles an hour, will be entered in the National Air Races at Cleveland, O. Wingspread is 14 feet, length 12 feet. The 404-pound ship has 525-mile cruising radius. Tony Levier, pilot and co-builder, is in background.

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S.D. Sun 7/15/37

BOMBERS ROAR NORTHWARD IN NON-STOP TRIP

Six Ships Head For Kodiak; 11 Point Noses Toward Sitka

By United Press

SEATTLE, July 15.—Twenty-three U. S. Navy patrol bombing planes roared away from Sand Point Naval Air Station today on non-stop flights to Sitka and Kodiak, Alaska.

Last of the giant 13-ton two-motored planes rose from Lake Washington and got into formation in the air at 8:30 a. m.

The planes started taking the air at 7:15 a. m.

Six Head For Kodiak

Six ships of patrol squadron 7, under Lieut.-Comdr. R. L. Fullen, and six planes of VP-9 headed directly for Kodiak, across the treacherous Gulf of Alaska. Lieut.-Comdr. W. G. Tomlinson got Patrol Squadron 9 in "V" formation at 7:50 a. m.

The 12 planes expected to reach Kodiak in 10 hours.

Eleven new Consolidated flying boats of Patrol Squadron 12, led by Lieut.-Comdr. T. A. Gray, headed directly for Sitka, in southeastern Alaska, seven hours distant.

Due For Maneuvers

All the planes flew here two weeks ago non-stop from San Diego for a month and a half of maneuvers.

One plane of VP-12 was forced to stay behind because of a damaged pontoon. Necessary parts for repairs did not come here in time from San Diego.

CONSAIR WORKER 'FRAMED', CLAIM

S.D. Sun 7/15/37

George R. Smith, recording secretary of San Diego's new C.I.O. Aircraft Union, today charged that a letter purportedly written by him to Rear Adm. Ernest J. King, criticizing production methods of Consolidated Aircraft Corp., was "a forged document, an attempted frameup, designed to discredit myself and the new union."

Mimeograph copies of the letter appeared on bulletin boards of the aircraft corporation today. Smith asked Major Reuben H. Fleet, president of Consair, to produce the original letter, to determine whether or not the signature was authentic.

Fleet telegraphed I. M. Laddon, vice president and chief engineer of the concern, now in Washington, asking him to secure a photostatic copy of the letters from the Bureau of Aeronautics.

Copies of Smith's communication repudiating authorship of the letter also were posted on company bulletin boards.

"I hope that the photostatic copy does show the letter to be a forgery," Maj. Fleet said. "Then both the union and the company will be cleared."

ON UP AND UP!

S.D. Sun 7/15/37

But Still Most Round-About Man

By HAROLD KEEN

IT'S pretty hard for Jack Frost, secretary to Major Reuben H. Fleet, president of Consolidated Aircraft Corp. to conceive that there still are civilians who have never "gone up."

Perhaps that's because Jack himself has spent such a great part of his adult life in planes. His record of travel by aircraft, as a passenger, is almost without parallel in the United States.

One hundred and ninety times he has flown across the continent—475,000 miles, or 19 times around the world at the equator. And today he was "winging" again, east to Detroit with his wife on a vacation trip.

Much of Frost's unique travel statistics were compiled when he served as secretary to the former president of Transcontinental & Western Air, Dick Robbins. Shuttling back and forth between the airlines' terminals during the five years of his service enabled him to stay in the air longer than almost any non-aviator in the United States today.

Frost, while east, will inspect aircraft factories in Canada, among them being Fleet Aircraft of Canada, a concern in which Consolidated owns a large portion of stock.

And just for variation, Mr. and Mrs. Frost will drive back to San Diego, in a new auto acquired at the factory.

3 Feet, 10 Inches High, Tiny Plane Does 200 MPH

SAN DIEGO, Calif. — The "mighty midget" would be an appropriate description to give the new little racing plane recently completed by employes of Consolidated Aircraft Corp., for entry in the national air races at Cleveland next September. The craft was constructed by Young McClure, Lionel Machado, Herbert Jewel, Joe McCannon and Joe Sturgess at the aircraft plant, under direction of C. C. Flagg, final assembly inspector

Hugh Nicholson, Jr., also of the final essembly department, took the midget ship up on its first flight. Tony LaVerre will have the job of piloting the plane at the Cleveland races.

The plane, only three feet 10 inches high, is powered by an English Pabjoy Niagara engine of 90 horsepower, and has a top speed of 200 miles an hour. It was designed by Flagg and was built for entry in contests in which planes of the fourth category (440 pounds, or less) may participate.

The fuselage is welded crome moley steel tubing, faired with spruce formers, screen wire and fabric covering. The wings are single-piece cantilever type, having two spruce spars and plywood skin. Control surfaces are steel tube construction, fabric covered.

Other general characteristics of the plane include wing area, 35 square feet; span, 14 feet, 6 inches; length, 12 feet, 8 inches; height, three feet, 10 inches; weight (empty), 408 pounds; gas capacity, 12 gallons; oil capacity, two gallons; propellor, 62 inches diameter; speed, 200 miles an hour; landing speed, with flaps, 58 miles an hour; landing speed, without flaps, 70 miles an hour.

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S.D. Union 7/15/37

CONSAIR LETTER CHARGES DENIED

George R. Smith, recording secretary of Local 506, United Automobile Workers of America, yesterday denied that he was author of a letter, copies of which were circulated among employes of Consolidated Aircraft Corp.

The letter, bearing Smith's signature and exposing alleged defects in construction of planes at the aircraft factory, was mailed recently to Rear Adm. Ernest J. King, former bureau of aeronautics chief. Smith said the letter was a forgery.

"It is bad faith against the air corporation by reason of publicizing the original letter without my opportunity of denial," he said.

Local 506, U. A. W. A., recently transferred its affiliation with the American Federation of Labor to the Committee for Industrial Organization.

RUSS FLIERS' PALS, S. D. PUBLIC TO SEE HEROES; FOG FORGIVEN

S. D. Union 7/15/37

By EDWARD T. AUSTIN

Disappointment of San Diegans who had expected to get a glimpse of the Russian transpolar fliers yesterday morning, was nothing compared to that of three army comrades of the men, who have been here since last Feburary.

The three—A. K. Belenkov, J. S. Katouraev and M. E. Berlin—are Russian engineers, sent here from Moscow to observe the construction of two huge planes for their government in the Consolidated Aircraft plant. The planes, of the PBY1 type, will be ready for delivery in September. They were contracted for by Russia following the lifting of export restrictions upon this type of craft.

When definite word was received that the polar fliers intended to land in San Diego, their three comrades were drafted as a welcoming committee. They waited until reports of the San Jacinto landing had been received before abandoning their vigil.

Maj. Savavge Praises Skill

Maj. H. M. Savage, adjutant of Rockwell field, flew to the landing place yesterday morning and returned later in the day. He praised the keen eyes of the Russian fliers in picking an ideal spot on which to bring down their big craft. It [illegible] spread.

San Diego officials will have the privilege of entertaining the fliers. The chamber of commerce and the city officials yesterday afternoon sent a message to the Russian ambassador at Washington, asking him to bring the fliers to San Diego for a day as guests of the city. They arrived last night and will be honored at a reception today.

Considerable speculation was current as to whether the fliers actually were over San Diego. One report was that their destination, at the time they left Moscow, was San Diego and that they had intended to land on North Island. It later was pointed out that permission is necessary from Washington to land there and this never was obtained. So the other alternative, should a landing here have been in their plans, would have been to land on Lindbergh field.

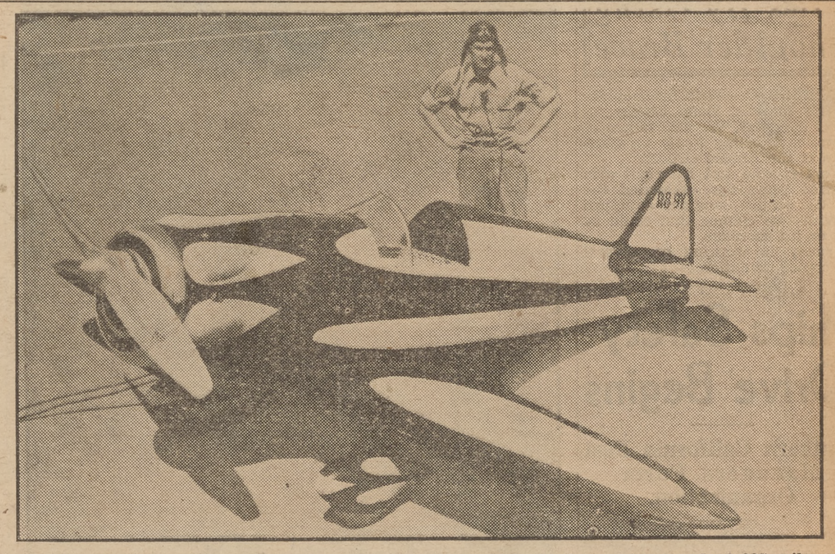
'Climate Club' in Shadow

Hour by hour schedules, however, are conflicting and some observers pointed out that it is doubtful if the plane actually flew over San Diego. It was reported heard over Glendale at 5:58 and over the foothills there at 6:10. If these reports are correct, it would not have had time to reach San Diego and return to San Jacinto by 6:27, when it landed. Owing to the fog and their unfamiliarity with this area, it was pointed out that the fliers may have mistaken Los Angeles for San Diego.

[illegible] to come to San Diego and couldn't come in because of the fog. Officials of the new climate club were reported bearing up well late yesterday. Restoratives and a day of brilliant sunshine had quieted several bad cases of nerves.

National Air News 9/7/37

Mighty Midget Plane Enters Air Races



Said to be the world's smallest plane, this tiny ship, which develops a top speed of 225 miles an hour, will be entered in the National Air Races at Cleveland, O. Wingspread is 14 feet, length 12 feet. The 404-pound [illegible]

Page 2

23 SAN DIEGO AIRBOATS START SEATTLE-ALASKA HOP

S.D. Sun 7/15/37

BOMBERS ROAR NORTHWARD IN NON-STOP TRIP

Six Ships Head For Kodiak; 11 Point Noses Toward Sitka

By United Press

SEATTLE, July 15.—Twenty-three U. S. Navy patrol bombing planes roared away from Sand Point Naval Air Station today on non-stop flights to Sitka and Kodiak, Alaska.

Last of the giant 13-ton two-motored planes rose from Lake Washington and got into formation in the air at 8:30 a. m.

The planes started taking the air at 7:15 a. m.

Six Head For Kodiak

Six ships of patrol squadron 7, under Lieut.-Comdr. R. L. Fullen, and six planes of VP-9 headed directly for Kodiak, across the treacherous Gulf of Alaska. Lieut.-Comdr. W. G. Tomlinson got Patrol Squadron 9 in "V" formation at 7:50 a. m.

The 12 planes expected to reach Kodiak in 10 hours.

Eleven new Consolidated flying boats of Patrol Squadron 12, led by Lieut.-Comdr. T. A. Gray, headed directly for Sitka, in southeastern Alaska, seven hours distant.

Due For Maneuvers

All the planes flew here two weeks ago non-stop from San Diego for a month and a half of maneuvers.

One plane of VP-12 was forced to stay behind because of a damaged pontoon. Necessary parts for repairs did not come here in time from San Diego.

CONSAIR WORKER 'FRAMED', CLAIM

S.D. Sun 7/15/37

George R. Smith, recording secretary of San Diego's new C. I. O. Aircraft Union, today charged that a letter purportedly written by him to Rear Adm. Ernest J. King, criticizing production methods of Consolidated Aircraft Corp., was "a forged document, an attempted frameup, designed to discredit myself and the new union."

Mimeograph copies of the letter appeared on bulletin boards of the aircraft corporation today. Smith asked Major Reuben H. Fleet, president of Consair, to produce the original letter, to determine whether or not the signature was authentic.

Fleet telegraphed I. M. Laddon, vice president and chief engineer of the concern, now in Washington, asking him to secure a photostatic copy of the letters from the Bureau of Aeronautics.

Copies of Smith's communication repudiating authorship of the letter also were posted on company bulletin boards.

"I hope that the photostatic copy does show the letter to be a forgery," Maj. Fleet said. "Then both the union and the company will be cleared."

ON UP AND UP!

S.D. Sun 7/15/37

But Still Most Round-About Man

By HAROLD KEEN

IT'S pretty hard for Jack Frost, secretary to Major Reuben H. Fleet, president of Consolidated Aircraft Corp. to conceive that there still are civilians who have never "gone up."

Perhaps that's because Jack himself has spent such a great part of his adult life in planes. His record of travel by aircraft, as a passenger, is almost without parallel in the United States.

One hundred and ninety times he has flown across the continent—475,000 miles, or 19 times around the world at the equator. And today he was "winging" again, east to Detroit with his wife on a vacation trip.

Much of Frost's unique travel statistics were compiled when he served as secretary to the former president of Transcontinental & Western Air, Dick Robbins. Shuttling back and forth between the airlines' terminals during the five years of his service enabled him to stay in the air longer than almost any non-aviator in the United States today.

Frost, while east, will inspect aircraft factories in Canada, among them being Fleet Aircraft of Canada, a concern in which Consolidated owns a large portion of stock.

And just for variation, Mr. and Mrs. Frost will drive back to San Diego, in a new auto acquired at the factory.

High, Tiny Plane Does 200 MPH

SAN DIEGO, Calif. — The "mighty midget" would be an appropriate description to give the new little racing plane recently completed by employes of Consolidated Aircraft Corp., for entry in the national air races at Cleveland next September. The craft was constructed by Young McClure, Lionel Machado, Herbert Jewel, Joe McCannon and Joe Sturgess at the aircraft plant, under direction of C. C. Flagg, final assembly inspector

Hugh Nicholson, Jr., also of the final essembly department, took the midget ship up on its first flight. Tony LaVerre will have the job of piloting the plane at the Cleveland races.

The plane, only three feet 10 inches high, is powered by an English Pabjoy Niagara engine of 90 horsepower, and has a top speed of 200 miles an hour. It was designed by Flagg and was built for entry in contests in which planes of the fourth category (440 pounds, or less) may participate.

The fuselage is welded crome moley steel tubing, faired with spruce formers, screen wire and fabric covering. The wings are single-piece cantilever type, having two spruce spars and plywood skin. Control surfaces are steel tube construction, fabric covered.

Other general characteristics of the plane include wing area, 35 square feet; span, 14 feet, 6 inches; length, 12 feet, 8 inches; height, three feet, 10 inches; weight (empty), 408 pounds; gas capacity, 12 gallons; oil capacity, two gallons; propellor, 62 inches diameter; speed, 200 miles an hour; landing speed, with flaps, 58 miles an hour; landing speed, without flaps, 70 miles an hour.

S. D. PLANES NEAR PANAMA

Soviet Fliers On Visit To San Diego

Navy, Civic Leaders Attend Banquet For Polar Fliers; Trio Fresh Despite Lack Of Sleep

By HAROLD KEEN
The Sun's Navy Editor

San Diego—a city used to great aviation feats—today demonstrated its admiration for the three Russian fliers who performed one of the greatest aeronautical achievements in history, a non-stop flight of 6700 miles from Moscow to a small pasture near San Jacinto.

Civic and military leaders honored the airmen at a Chamber of Commerce luncheon in the Plata Real, U. S. Grant Hotel, at noon.

Gannon, Mayor Speak

Jack Hicklin, chairman of the Chamber's aviation committee, presided. Speakers were Rear Adm. Sinclair Gannon, 11th Naval District commandant; Mayor Percy J. Benbough; Chairman of the Board of Supervisors Walter Bellon; Grigori Kokham, acting U. C. consul-general for Russia, who introduced the three aviators—Col. Mikhail Gromov, pilot; Maj. Andrei Yumeshef, co-pilot, and Capt. Sergei Danilin, navigator.

In their native tongue the fliers described the highlights of their perilous flight over the top of the world.

Arrive At Midnight

At 12:35 p. m. radio stations KGB and KFSD carried nation-wide broadcasts of the event.

The three coatless, clean-shaven youngish-looking me

Navy And Civic Leaders Speak At Luncheon For Polar Fliers

(Continued from Page 1)

stepped out of an automobile a the entrance of the Grant Hote shortly before midnight last night

Broadway was dark and de serted; only a few persons in th hotel lobby were sleepy observer of the entrance into San Dieg of the Soviet heroes.

From their nonchalant appear ance and dress, they might hav been vacationers who had just returned from a fishing trip.

Gokham Interprets

Grigori Gokham acted as in terpreter.

"Give us just a moment o privacy, gentlemen," he pleaded with newspapermen in the lobby.

We were invited into their room as soon as they had settled themselves.

All three leaped up from their seats at our entrance. Yumesheff the handsome blond co-pilot smiled broadly, so did the stock navigator Danilin. Col. Gromov holder of every Soviet military decoration, was the most serious and reserved of the three.

Strain Not Apparent

None appeared fatigued, de spite the fact they had only three to four hours sleep at March Field since their arrival. All looked

Turn to Page 2,Col. 8.

Division Ordered Sent To China Front

By United Press

TOKIO, Friday, July 16.—Em peror Hirohito today approved steps taken by the government which have placed the empire on a war footing and sanctioned the sending of the 12th division of the imperial army from Kurume, in southwestern Japan proper, to the North China fighting area.

One report was that the 12th division had landed in Datien and was moving toward Peiping.

This news, emphasizing the extreme gravity with which the Peiping crisis is regarded, came soon after an order to 3,000,000 army reservists to be ready for a call to duty.

It followed also a meeting of provincial governors with the cabinet at which Vice Adm. Mitsumasa Yonai, navy minister, announced that warships were being sent to the China coast.

Japan already is pouring thousands upon thousands of troops

Turn to Page 2,Col. 8.

F. R. Willing To Decision U

By United Press

WASHINGTON, July 15.—

ported today willing to leave whether the Supreme Court re

This was the statement, it w to four "friendly" Senators

The senators— M. Gillette House.

Not

The senators— of Iowa, Prentiss M. Brown of Michigan, Charles O. Andrews of Florida, and Edwin C. Johnson of Colorado—called to urge the President, it was understood, to withdraw the court re-organization bill or ask that it be recommitted to committee—a move that would shelve the measure for this session at least.

The President was represented as feeling that it was not up to him to advise Congress what action should be taken.

President Roosevelt held an early morning White House conference with Atty. Gen. Homer Cummings today, presumably to discuss the effect of Sen. Joseph T. Robinson's death on the administration's Supreme Court fight.

President Roosevelt turned his attention today to international

Talks With Cummings

marks of a beating and there were gashes on her head.

Woman Reveals Money

The money was turned over to police by Myrna Hanan, a woman who lived with the Newton family. She told officers Newton had given her the money shortly before he was arrested.

Sheriff Russell Wilkes indicated he and Johnson would confront Newton, held in Pittsfield, Ill., for safe-keeping, with the evidence in the hope of obtaining a confession. Newton, father of three grown children, has denied any knowledge of the death.

Stains Analyzed

Mearnville, chemists at Northwestern University in Evanston, Ill., prepared to analyze blood-stains found on clothing in Newton's home.

Stains also were found on a freshly laundered shirt and trousers and on strands of hair found under the floor mat of Newton's automobile.

Before she disappeared, Mrs. Kelly left a 14-page note to her husband, a rural mail carrier. The note gave instructions for the education of her 12-year-old son, Francis; said she was going "out

Turn to Page 2,Col. 4.

NEW FLIGHT SOON

S. D. UNION 7/16/37

Fliers Contrast S. D. Climate With Polar Cold; Describe Long Training for Trip.

LOS ANGELES, July 15 (A.P.)—Russia's three latest conquerors of the North Pole airway arrived tonight from San Diego and were met at the train by civic representatives and many other well-wishers.

How the Soviet government prepared for 18 months for the flight from Moscow over the North Pole to California was revealed yesterday by Col. Mikhail Gromoff, pilot of the Russian plane that landed at San Jacinto at dawn Wednesday after a 62-hour nonstop flight from the land of the steppes.

Speaking at a city-chamber of commerce luncheon in honor of the Russian airmen, Gromoff, whose address was interpreted by Grigori Gokham, acting Soviet consul general, related that the two flights of Russian airmen over the North Pole to the U. S. were the outcome of careful planning and training.

He declared it was a distinct surprise to the fliers and the Soviet government that the plane flew so far although he previously had admitted San Diego was their destination following the take-off from Moscow. It also was learned yesterday that a third flight is projected from Moscow to San Diego July 23.

"The reason we chose San Diego," said Gromoff, speaking rapidly in Russian, "was that this section of the United States, so warm, beautiful and hospitable, is in striking contrast to conditions at the North Pole." He expressed a wish that American aviators would reverse the flight, starting from San Diego

and bettering the world record of 6220 miles which he hoped would officially be recognized by the Federation Aeronautique Internationale.

Cooperation Praised

Gromoff voiced appreciation at the cooperation extended to himself and his brother airmen by the U. S. army and navy, aviation organizations and for the good wishes of the American people. He said he hoped the flight would strengthen ties of friendship between the United States and the Soviet Union.

In introducing Gromoff, the acting Russian consul said the flier flew 72 hours nonstop, covering 12,411 kilometers, in 1934 in preparation for the California flight.

Co-pilot Andrei Yumosheff is the holder of 12 world records for distance and duration flying and like Gromoff has had years of experience in the Soviet flying corps. He, too, voiced his thanks and appreciation

COTTSBORO CASE FIGURE CONVICTED

DECATUR, Ala., July 15 (A.P.)—

verdict of guilty with the death
nalty against Clarence Norris
as returned today by the ninth
ry to sit in judgment of the
Scottsboro case" involving an al-
ged gang attack on two white
omen by nine Negroes.

Norris twice previously was con-
emned to the electric chair. But
ch time the United States su-
reme court saved him.

Judge W. W. Callahan announced
e would sentence Norris next
eek, when the case of Charlie
Veems is scheduled for trial. Sam-
el S. Leibowitz, New York attor-
ey and chief of defense counsel,
id he would "appeal the sentence
o hell and back."

ht from Moscow to San Jacinto, y happy mood at the reception.

n. Frederick J. Horne.

ham during his stay in San Diego. The London Daily Express talked for 30 minutes with Gokham to learn complete details of the world record air voyage and the plans for the flight to be made July 23.

Prior to the luncheon the Soviet consul, accompanied by the fliers, went to the Lion Clothing Co., where they made extensive purchases of suits, socks and other wearing apparel. In the afternoon they inspected the Consolidated Aircraft Corp. plant and at 7 last night left for Los Angeles.

The plane, which landed in a field near San Jacinto, is to be dismantled immediately and shipped back to Russia.

TO BOULDER

TRIBUNE June 19

After landing on Lake Meade at Boulder dam, through the courtesy of the department of interior, a PBY-1-type flying boat built at the Consolidated Aircraft Corp. plant on Lindbergh field for Richard Archbold, research associate of the department of mammals of the American Museum of Natural History, returned to San Diego late yesterday afternoon. An official of Consolidated said today the craft has been officially accepted by Archbold, who plans to make a flight next winter from the United States to New Guinea for scientific purposes.

"GUBA" ("Sudden Storm") is the name appearing on the flying boat, and the craft carries license number NC-777, a number formerly used by Archbold, which the department of commerce reserved for him. While Archbold does not plan to leave the United States for New Guinea in the plane until next winter, he contemplates a flight from San Diego to the east coast, starting a week from today.

Five On Trip

A pilot and four passengers were in the "Guba" on the flight to Boulder dam and return. Those in the craft on the flight from here to Lake Meade were Archbold, William Wheatley, pilot; Russell Rogers, Gerald Brown and Harold Ram. Accompanying the flying boat from here was a Fleetster plane from Consolidated, carrying George Newman, Otto Menge, Roy Kluver and Frank Learman. For the return trip Wheatley transferred to the Fleetster, while Kluver transferred to the flying boat. Rogers was pilot of the Guba on the return flight.

The Fleetster accompanied the larger plane to get pictures of it while in flight. The two planes circled over Lake Meade for about 45 minutes before landing yesterday morning. General arrangements at Boulder dam were made by E. Campbell of the Grand Canyon Air Lines, while the department of interior arrangements for landing on the lake were made through Guy D. Edwards, supervisor of the Boulder dam recreational area.

PACE FAST IN 12-SHIP FLIGHT

TRIBUNE June 22

Bulletin—At 11 a.m. the 12 navy patrol planes from San Diego were 30 miles southeast of Corinto, Nicaragua, crossing the Central American country. They had 500 miles yet to go, and had flown 2629 miles, base force aircraft authorities here report.

Expected to arrive at Coco Solo, C. Z., between 1 and 3 p.m. (P.S.T.), 12 giant navy patrol planes which left here at 11:30 a.m. yesterday were making good time on their flight over the Central America area today.

Speed 112 Miles

By 9 a.m. the fliers were off the west coast of Salvador, passing Acajutla, Salvador, and speeding on towards the Gulf of Fonseca, from where they were to swing inland and cross Nicaragua to the east coast. Their speed at that hour was reported to be 112 miles per hour, with 695 miles remaining yet to be covered. Acajutla is 2410 miles from San Diego.

While no reports on the weather were receieved at 9 a.m., good flight weather conditions were reported during the night, when the planes were kept at an average altitude of 10,000 feet, flying against a 10-knot wind. The fliers crossed the Gulf of Tehuantepec on the southwestern coast of Mexico at 5 a.m., when they were 2107 miles from San Diego and 980 nautical miles from Coco Solo.

The Associated Press, in a dispatch from Colon, Panama, said the planes were expected to arrive at Coco Solo at 4 p.m. (EST), if the weather over Nicaragua and off the Central American coast did not slow them.

Aboard the planes, which are being delivered from here to Coco Solo for duty there, are 13 officers and 60 enlisted men, led by Lt. Robert W. Morse, squadron commander. The log of the flight as received in radio reports from the planes is as follows:

1 p.m., 140 nautical miles south of San Diego at Pt. San Quentin; 10,000 feet altitude, slight headwind.

3 p.m., 310 nautical miles south of San Diego at San Engenio point; 9000 feet altitude, slight headwind.

5 p.m., 513 nautical miles south of San Diego, 45 miles northwest of Cape San Lazaro; 10,000 feet altitude, 10-knot headwind.

7 p.m., 715 nautical miles south of San Diego, 15 miles southwest of Cape Falso, tip of Lower California; 10,000 feet altitude, 10-knot headwind.

8:30 p.m., 530 miles northwest of Acapulco, halfway across the Gulf of Lower California; altitude between 9000 and 10,000 feet; 10-knot headwind; speed last hour and a half, 102 knots (117.3 statute miles.)

11 p.m., (midnight aboard the planes), 1265 miles south of San Diego, 1822 miles from Coco Solo; 9000 feet altitude.

3 a.m., 1755 miles south of San Diego.

5 a.m., 65 miles south of Salina Cruz, Mex., making then approximately 2107 miles south of San Diego with 980 nautical miles to go.

9 a.m., 2410 miles from San Diego, and 695 miles from Coco Solo, passing Acajutla on the coast of Salvador. Speed: 112 miles an hour.

The Pt. Loma Communi-
a dream in the minds of
sors for the past 10 mo
become an actuality at
service Sunday at 8 p.m.
auditorium of Pt. Loma High
A committee of clergymen
the Los Angeles Presbyter
organize the congregation an
mulate the roll of church mem
ship. Elders will be ordained
church officers will be elected.

Dr. William E. Roberts, chairman
of the committee on English-speak-

A total of $279,500 worth of realty
sales has been made by the George
L. Barney Co. within the last 60
days, it was announced today. Ac-
cording to Wilbur J. Brown, sales
manager, all these sales were made
by himself and associates, G. B.
Parkinson, H. G. Bailey and Archi-
bald Clarke.

"It is our opinion," said Brown,
"that well-selected San Diego real
estate is by far the safest invest-
ment, and that one should not wait

Verdict

MAKING TRIP TO N. Y. IN 18 HOURS, PLAN

A transcontinental 2700-mile non-stop flight from San Diego to New York is planned for this week-end by Richard Archbold, research associate of the American Museum of Natural History, in the $250,000 Consolidated Aircraft Corp.-built PBY-1 type flying boat he has purchased for eventual use on a scientific expedition from the United States to New Guinea. Weather conditions permitting, Archbold hopes to lift his huge plane from the waters of San Diego bay at 4:30 p.m. Saturday and land within 18 hours at North Beach airport, New York City.

The flight attempt is the first by a flying boat, and it is believed that Archbold's plane, which last week made aviation history in the Pacific southwest when it was flown from San Diego to Lake Meade, Boulder dam, and from here to Lake Tahoe for landing and take-off tests, will be the largest ever flown across the continent non-stop. The flight will be watched with unusual interest by military and naval interests because of the demonstration of the practicability of moving huge patrol planes from coast to coast across country.

Archbold announced the plans for his transcontinental flight attempt less than 24 hours after the navy successfully completed a record 3085-mile non-stop flight of 12 PBY-1 patrol planes from San Diego to Coco Solo, C. Z. Twenty-four planes of this type, all built at the Consclidated plant here, were flown earlier this year from San Diego to Hawaii.

Returning in July

With Archbold in the plane will be Russell Rogers, pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N., ret., who operates a marine and aircraft navigation school here, navigator; Harold Ramm, radio operator, and possibly William Wheatley, Consolidated chief test pilot, as relief pilot. Archbold, who has 600 hours' flying time, expects to be at the controls much of the way.

From New York, Archbold plans to take the plane to Schuyler lake, near Cooperstown, N. Y., where his mother, Mrs. John F. Archbold, lives. He is to start back westward with the plane next month, flying to Yellowstone park for high altitude landing and take-off tests on lakes in Wyoming, notably at Yellowstone lake, which has an altitude

Washington, D. C., one of the most complete radio and interior-communication systems ever provided in any plane. It was designed especially for his particular service and manufactured to the same rigid specifications met by Bendix in constructing much of the radio equipment for similar Consolidated PBY-1 planes purchased by the navy and used in the recent rec-odd-breaking formation flights from San Diego to Hawaii and Panama.

The installation just has been completed under supervision of Bendix engineers and consists of a main transmitter, auxiliary transmitter, two complete receivers, a radio direction finder and an intercommunication system which extends throughout the ship and also permits both pilots to use the radio facilities directly when necessary. Tests made during recent flights of the plane, which carries the license number NC-777, from San Diego to Lake Meade and Lake Tahoe, gave reliable radio phone communication in excess of 500 miles with the main transmitter, while over distance up to 150 miles the auxiliary transmitter provided equally reliable communication.

Navy-Type Radio

The radio direction finding equipment is of a type similar to that designed and manufactured by The Bendix Radio Corp. for installation on all Consolidated planes purchased by the navy, and recently adopted by various airlines for direction-finding and the elimination of "rain-static" effects on their

...vy Officers and Men Rest at Coco Solo After Record 3085-Mile Flight From S. D.

...irs Fought Last Part of Journey

The navy today had demonstrated for the third time this year in long-distance over-water flights the stamina of its fliers and the quality of Consolidated Aircraft Corp.-built giant patrol boats, as 73 officers and men rested at Coco Solo, C. Z., after a 3085-mile non-stop flight from San Diego, which ended at 2:58 p.m. (PST) yesterday, 27 hours and 58 minutes after the fliers took off from San Diego bay. The flight was more than 500 miles longer than the Hawaiian flights of Consolidated Aircraft Corp.-built naval patrol planes made from here in January and April.

Under the command of Lt. Robert W. Morse, the planes made the flight to the Canal Zone without unusual incident, except for encountering thunder storms over the last part of the flight. They left San Diego at 11:30 a.m. Monday. Most of the flight, which was made over water from here to Nicaragua and thence overland to the Caribbean coast, was made at an altitude of 10,000 feet, the planes flying in V formation.

As the flight was in progress base force aircraft authorities here made available reports on the progress of the planes as they were received, cooperating to the fullest extent with the press in enabling the public to learn the features of the flight. Rear Adm. Ernest J. King commands the base force aircraft, and this is the third lengthy flight of patrol planes made during his tour of duty here in that capacity.

Consolidated Aircraft Corp. officials expressed gratification at having "played a part" in making the flight completed yesterday and the flights earlier this year successful, and voiced tribute to the ability of the navy's airmen.

The officers and men who made the "routine delivery" flight of 12 navy planes from San Diego to Coco Solo, C. Z., which ended yesterday are shown above. This was made at North Island shortly before the planes left. The fliers lifted the planes from the waters of San Diego bay at 11:30 a.m. Monday, and at 2:58 p.m. yesterday completed the record nonstop flight.

Will Hop Today

OFF TODAY FOR N. Y. IN S.D. PLANE

S.D. TRIBUNE JUNE 24

With his departure time definitely set at 4 p.m. today, Richard Archbold, research associate of the American Museum of Natural History, and the five men who will accompany him on a non-stop flight attempt from San Diego to New York in his $250,000 Consolidated Aircraft Corp.-built PBY-type flying boat, busied themselves with last minute preparations this afternoon. Decision to leave today instead of Saturday, as originally planned, was made when C. R. Guern, meteorologist in charge of the Lindbergh field airport weather bureau station, said weather conditions for the flight would be better today than Saturday.

Archbold hopes to set the flying boat down on the water at North Beach, New York City, within 18 hours after taking off from San Diego bay. His plane, the Guba, has a gross weight of 27,000 pounds. The 1750 gallons of gasoline it carries weighs 10,500 pounds. Archbold, who plans to use the plane on a scientific flight to New Guinea next winter, said he will keep the craft at an altitude of around 10,000 feet for the San Diego-New York flight.

S. D. AIRBOAT SPANS NATION IN 17 HOURS

Archbold Makes First Seaplane Flight Overland, Lands In New York

S.D.SUN JUNE 25, 37

The conquest of land by a San Diego-built seaplane, which spanned 2700 miles of desert wastes, rugged mountains and dry plains, where a forced landing would have been disastrous, was accomplished today for the first time in aviation history.

Busy New Yorkers rushing back to offices at the close of their lunch hours witnessed the huge, silver-winged Consolidated airboat of Richard Archbold swoop over the city as it descended from a 10,000-foot height in a long, steady glide toward the Atlantic.

Sudden Departure

The flight which started in San Diego at 4:50:30 p. m. yesterday ended in New York at 9:54:30 a. m. (P.S.T.) today in 17 hours, 4 minutes.

The plane was timed unofficially when it crossed the southern boundary of the airport. It circled in the vicinity of the port, came down close to the water on Flushing bay, went into the air, circled again and finally landed.

The flight was timed by official timers of the National Aeronautical Association. Archbold and his crew were welcomed by representatives of the American Museum of Natural History.

To avoid expected heavy storms along the flight route over the weekend, Archbold suddenly decided yesterday afternoon to leave for the east immediately.

Hurried Preparations

His $250,000 plane was prepared in a hectic last few hours, and entered the bay from the municipal seaplane ramp near the Coast

Turn to Page 2, Col. 4. (OVER)

S.D. Sun 7/15/37

Soviet Air Heroes Feted On Visit To San Diego

Navy, Civic Leaders Attend Banquet For Polar Fliers; Trio Fresh Despite Lack Of Sleep

By HAROLD KEEN
The Sun's Navy Editor

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Civic and military leaders honored the airmen at a Chamber of Commerce luncheon in the Plata Real, U. S. Grant Hotel, at noon.

Gannon, Mayor Speak

Jack Hicklin, chairman of the Chamber's aviation committee, presided. Speakers were Rear Adm. Sinclair Gannon, 11th Naval District commandant; Mayor Percy J. Benbough; Chairman of the Board of Supervisors Walter Bellon; Grigori Kokham, acting U. C. consul-general for Russia, who introduced the three aviators—Col. Mikhail Gromov, pilot; Maj. Andrei Yumeshef, co-pilot, and Capt. Sergei Danilin, navigator.

In their native tongue the fliers described the highlights of their perilous flight over the top of the world.

Arrive At Midnight

At 12:35 p. m. radio stations KGB and KFSD carried nation-wide broadcasts of the event.

The three coatless, clean-shaven youngish-looking men

Navy And Civic Leaders Speak At Luncheon For Polar Fliers

(Continued from Page 1)

stepped out of an automobile a the entrance of the Grant Hote shortly before midnight last night

Broadway was dark and de serted; only a few persons in th hotel lobby were sleepy observer of the entrance into San Dieg of the Soviet heroes.

From their nonchalant appear ance and dress, they might hav been vacationers who had jus returned from a fishing trip.

Gokham Interprets

Grigori Gokham acted as in terpreter.

"Give us just a moment o privacy, gentlemen," he pleade with newspapermen in the lobby.

We were invited into their room as soon as they had settled themselves.

All three leaped up from their seats at our entrance. Yumesheff the handsome blond co-pilot smiled broadly, so did the stocky navigator Danilin. Col. Gromov holder of every Soviet military decoration, was the most serious and reserved of the three.

Strain Not Apparent

None appeared fatigued, despite the fact they had only three to four hours sleep at March Field since their arrival. All looked

Turn to Page 2,Col. 6.

attention today to international

President Roosevelt held an early morning White House conference with Atty. Gen. Homer Cummings today, presumably to discuss the effect of Sen. Joseph T. Robinson's death on the administration's Supreme Court fight.

Talks With Cummings

The President was represented as to advise Congress what action should be taken.

The Senators ... M. Gillette of Iowa, Prentiss M. Brown of Michigan, Charles O. Andrews of Florida and Edwin C. Johnson of Colorado—called to urge the President, it was understood, to withdraw the court re-organization bill or ask that it be recommitted to committee—a move that would shelve the measure for this session at least.

The Senators ... to four "fi... Senators ... House.

Not ...

This was ... ement, it was ... whether the ... Court reported today ... to leave

By United Press

WASHINGTON, July 15.—

F. R. Willing To Decision U...

By United Press

TOKIO, Friday, July 16.—Emperor Hirohito today approved steps taken by the government which have placed the empire on a war footing and sanctioned the sending of the 12th division of the Imperial army from Kurume, in southwestern Japan proper, to the North China fighting area.

One report was that the 12th division had landed in Datren and was moving toward Peiping.

This news, emphasizing the extreme gravity with which the Peiping crisis is regarded, came soon after an order to 3,000,000 army reservists to be ready for a call to duty.

It followed also a meeting of provincial governors with the cabinet at which Vice Adm. Mitsumasa Yonai, navy minister, announced that warships were being sent to the China coast.

Japan already is pouring thousands upon thousands of troops

Turn to Page 2,Col. 4.

marks of a beating and there were gashes on her head.

Woman Reveals Money

The money was turned over to police by Myrna Hanan, a woman who lived with the Newton family. She told officers Newton had given her the money shortly before he was arrested.

Sheriff Russell Wilkes indicated he and Johnson would confront Newton, held in Pittsfield, Ill., for sale-keeping, with the evidence in the hope of obtaining a confession.

Newton, father of three grown children, has denied any knowledge of the death.

Stains Analyzed

Meanwhile, chemists at Northwestern University in Evanston, Ill., prepared to analyze blood-stains found on clothing in Newton's home.

Stains also were found on a freshly laundered shirt and trousers and on strands of hair found under the floor mat of Newton's automobile.

Before she disappeared, Mrs. Kelly left a 14-page note to her husband, a rural mail carrier. The note gave instructions for the education of her 12-year-old son, Francis; said she was going "out

RUSSIAN AIRMEN WELCOMED HERE; NEW FLIGHT SOON

S.D. Union 7/16/37

Fliers Contrast S. D. Climate With Polar Cold; Describe Long Training for Trip.

LOS ANGELES, July 15 (A.P.)—Russia's three latest conquerors of the North Pole airway arrived tonight from San Diego and were met at the train by civic representatives and many other well-wishers.

How the Soviet government prepared for 18 months for the flight from Moscow over the North Pole to California was revealed yesterday by Col. Mikhail Gromoff, pilot of the Russian plane that landed at San Jacinto at dawn Wednesday after a 62-hour nonstop flight from the land of the steppes.

Speaking at a city-chamber of commerce luncheon in honor of the Russian airmen, Gromoff, whose address was interpreted by Grigori Gokham, acting Soviet consul general, related that the two flights of Russian airmen over the North Pole to the U. S. were the outcome of careful planning and training.

He declared it was a distinct surprise to the fliers and the Soviet government that the plane flew so far although he previously had admitted San Diego was their destination following the take-off from Moscow. It also was learned yesterday that a third flight is projected from Moscow to San Diego July 23.

"The reason we chose San Diego," said Gromoff, speaking rapidly in Russian, "was that this section of the United States, so warm, beautiful and hospitable, is in striking contrast to conditions at the North Pole." He expressed a wish that American aviators would reverse the flight, starting from San Diego and bettering the world record of 6220 miles which he hoped would officially be recognized by the Federation Aeronautique Internationale.

Cooperation Praised

Gromoff voiced appreciation at the cooperation extended to himself and his brother airmen by the U. S. army and navy, aviation organizations and for the good wishes of the American people. He said he hoped the flight would strengthen ties of friendship between the United States and the Soviet Union.

In introducing Gromoff, the acting Russian consul said the flier flew 72 hours nonstop, covering 12,411 kilometers, in 1934 in preparation for the California flight.

Co-pilot Andrei Yumosheff is the holder of 12 world records for distance and duration flying and like Gromoff has had years of experience in the Soviet flying corps. He, too, voiced his thanks and appreciation

...o hell and back."

...Norris twice previously was convicted to the electric chair. But ...emned by nine Negroes.

...reme court saved him.

...each time the United States su-

...Judge W. W. Callahan announced ...e would sentence Norris next ...eek. When the case of Charlie ...el S. Leibowitz, New York attor-...Veems is scheduled for trial. Sam-...ey and chief of defense counsel, ...ald he would "appeal the sentence

...ham during his stay in San Diego. The London Daily Express talked for 30 minutes with Gokham to learn complete details of the world record air voyage and the plans for the flight to be made July 23.

Prior to the luncheon the Soviet consul, accompanied by the fliers, went to the Lion Clothing Co., where they made extensive purchases of suits, socks and other wearing apparel. In the afternoon they inspected the Consolidated Aircraft Corp. plant and at 7 last night left for Los Angeles.

The plane, which landed in a field near San Jacinto, is to be dismantled immediately and shipped back to Russia.

...COTTSBORO CASE ...FIGURE CONVICTED

DECATUR, Ala., July 15 (A.P.)—...verdict of guilty with the death ...enalty against Clarence Norris ...as returned today by the ninth ...ury to sit in judgment of the Scottsboro case" involving an al-...ged gang attack on two white ...omen by nine Negroes.

...ht from Moscow to San Jacinto, ...y happy mood at the reception ...n. Frederick J. Horne.

ACCEPTS PLANE TRIED ON HOP TO BOULDER

TRIBUNE June 29

After landing on Lake Meade at Boulder dam, through the courtesy of the department of interior, a PBY-1-type flying boat built at the Consolidated Aircraft Corp. plant on Lindbergh field for Richard Archbold, research associate of the department of mammals of the American Museum of Natural History, returned to San Diego late yesterday afternoon. An official of Consolidated said today the craft has been officially accepted by Archbold, who plans to make a flight next winter from the United States to New Guinea for scientific purposes.

"GUBA" ("Sudden Storm") is the name appearing on the flying boat, and the craft carries license number NC-777, a number formerly used by Archbold, which the department of commerce reserved for him. While Archbold does not plan to leave the United States for New Guinea in the plane until next winter, he contemplates a flight from San Diego to the east coast, starting a week from today.

Five On Trip

A pilot and four passengers were in the "Guba" on the flight to Boulder dam and return. Those in the craft on the flight from here to Lake Meade were Archbold, William Wheatley, pilot; Russell Rogers, Gerald Brown and Harold Ram. Accompanying the flying boat from here was a Fleetster plane from Consolidated, carrying George Newman, Otto Menge, Roy Kluver and Frank Learman. For the return trip Wheatley transferred to the Fleetster, while Kluver transferred to the flying boat. Rogers was pilot of the Guba on the return flight.

The Fleetster accompanied the larger plane to get pictures of it while in flight. The two planes circled over Lake Meade for about 45 minutes before landing yesterday morning. General arrangements at Boulder dam were made by E. Campbell of the Grand Canyon Air Lines, while the department of interior arrangements for landing on the lake were made through Guy D. Edwards, supervisor of the Boulder dam recreational area.

...at Britain had no intention ...ng Germany, Italy and ...n a mass warship review ...panish government capital.

... foreign office, meantime, ...ated that Great Britain had ...tion of withdrawing from ...pean non-intervention com-...despite the situation created ...erman demands.

...rs of the house cheered ...61, and his son, Alexander Gill, 29, ranchers of nearby San Onofre, were killed instantly by the impact of Awe's car, as they were repairing a tire alongside the highway, state highway patrolmen reported. The first two counts against Awe were based upon the deaths of the Gills. Awe was returning homeward after a San Diego fishing trip, he explained.

...He ... at length by phone with President Roosevelt, he said, before deciding finally to call out virtually ... of the state's militia power. He read the full proclamation and troop order to the president who said "he thought it very fair and the proper procedure," Davey explained.

Both corporations affected, bowed to the governor's order, but each is-

TRIBUNE June

PACE FAST IN 12-SHIP FLIGHT

Bulletin—At 11 a.m. the 12 navy patrol planes from San Diego were 30 miles southeast of Corinto, Nicaragua, crossing the Central American country. They had 500 miles yet to go, and had flown 2629 miles, base force aircraft authorities here report.

Expected to arrive at Coco Solo, C. Z., between 1 and 3 p.m. (P.S.T.), 12 giant navy patrol planes which left here at 11:30 a.m. yesterday were making good time on their flight over the Central America area today.

Speed 112 Miles

By 9 a.m. the fliers were off the west coast of Salvador, passing Acajutla, Salvador, and speeding on towards the Gulf of Fonseca, from where they were to swing inland and cross Nicaragua to the east coast. Their speed at that hour was reported to be 112 miles per hour, with 695 miles remaining yet to be covered. Acajutla is 2410 miles from San Diego.

While no reports on the weather were receieved at 9 a.m., good flight weather conditions were reported during the night, when the planes were kept at an average altitude of 10,000 feet, flying against a 10-knot wind. The fliers crossed the Gulf of Tehuantepec on the southwestern coast of Mexico at 5 a.m., when they were 2107 miles from San Diego and 980 nautical miles from Coco Solo.

The Associated Press, in a dispatch from Colon, Panama, said the planes were expected to arrive at Coco Solo at 4 p.m. (EST), if the weather over Nicaragua and off the Central American coast did not slow them.

Aboard the planes, which are being delivered from here to Coco Solo for duty there, are 13 officers and 60 enlisted men, led by Lt. Robert W. Morse, squadron commander. The log of the flight as received in radio reports from the planes is as follows:

1 p.m., 140 nautical miles south of San Diego at Pt. San Quentin; 10,000 feet altitude, slight headwind.

3 p.m., 310 nautical miles south of San Diego at San Engenio point; 9000 feet altitude, slight headwind.

5 p.m., 513 nautical miles south of San Diego, 45 miles northwest of Cape San Lazaro; 10,000 feet altitude, 10-knot headwind.

7 p.m., 715 nautical miles south of San Diego, 15 miles southwest of Cape Falso, tip of Lower California; 10,000 feet altitude, 10-knot headwind.

8:30 p.m., 530 miles northwest of Acapulco, halfway across the Gulf of Lower California; altitude between 9000 and 10,000 feet; 10-knot headwind; speed last hour and a half, 102 knots (117.3 statute miles.)

11 p.m., (midnight aboard the planes), 1265 miles south of San Diego, 1822 miles from Coco Solo; 9000 feet altitude.

3 a.m., 1755 miles south of San Diego.

5 a.m., 65 miles south of Salina Cruz, Mex., making then approximately 2107 miles south of San Diego with 980 nautical miles to go.

9 a.m., 2410 miles from San Diego, and 695 miles from Coco Solo, passing Acajutla on the coast of Salvador. Speed: 112 miles an hour.

The Pt. Loma Community church, a dream in the minds of its sponsors for the past 10 months, will become an actuality at a special service Sunday at 8 p.m. in the auditorium of Pt. Loma High school. A committee of clergymen from the Los Angeles Presbytery will organize the congregation and formulate the roll of church membership. Elders will be ordained and church officers will be elected.

Dr. William E. Roberts, chairman of the committee on English-speak-

A total of $279,500 worth of realty sales has been made by the George L. Barney Co. within the last 60 days, it was announced today. According to Wilbur J. Brown, sales manager, all these sales were made by himself and associates, G. B. Parkinson, H. G. Bailey and Archibald Clarke.

"It is our opinion," said Brown, "that well-selected San Diego real estate is by far the safest investment, and that one should not wait

72 Navy Officers and Men Rest at Coco Solo After Record 3085-Mile Flight From S. D.

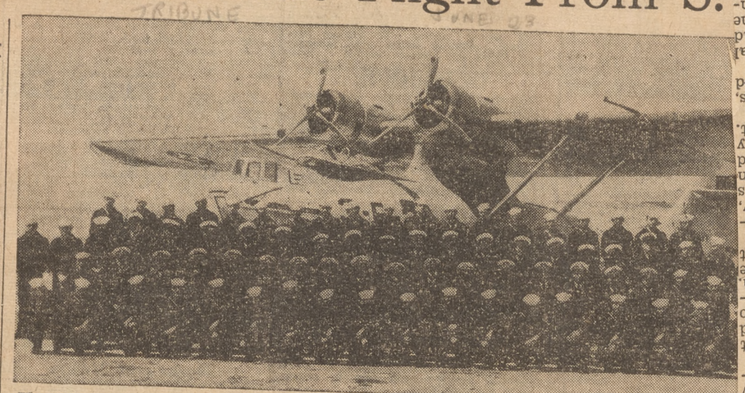
ight of Journey

The navy today had demonstrated for the third time this year in long-distance over-water flights the stamina of its fliers and the quality of Consolidated Aircraft Corp.-built giant patrol boats, as 73 officers and men rested at Coco Solo, C. Z., after a 3085-mile non-stop flight from San Diego, which ended at 2:58 p.m. (PST) yesterday, 27 hours and 58 minutes after the fliers took off from San Diego bay. The flight was more than 500 miles longer than the Hawaiian flights of Consolidated Aircraft Corp.-built naval patrol planes made from here in January and April.

Under the command of Lt. Robert W. Morse, the planes made the flight to the Canal Zone without unusual incident, except for encountering thunder storms over the last part of the flight. They left San Diego at 11:30 a.m. Monday. Most of the flight, which was made over water from here to Nicaragua and thence overland to the Caribbean coast, was made at an altitude of 10,000 feet, the planes flying in V formation.

As the flight was in progress base force aircraft authorities here made available reports on the progress of the planes as they were received, cooperating to the fullest extent with the press in enabling the public to learn the features of the flight. Rear Adm. Ernest J. King commands the base force aircraft, and this is the third lengthy flight of patrol planes made during his tour of duty here in that capacity.

Consolidated Aircraft Corp. officials expressed gratification at having "played a part" in making the flight completed yesterday and the flights earlier this year successful, and voiced tribute to the ability of the navy's airmen.



The officers and men who made the "routine delivery" flight of 12 navy planes from San Diego to Solo, C. Z., which ended yesterday are shown above. This was made at North Island shortly be planes left. The fliers lifted the planes from the waters of San Diego bay at 11:30 a.m. Monday 2:58 p.m. yesterday completed the record nonstop flight.

Verdict

MAKING TRIP TO N. Y. IN 18 HOURS, PLAN

A transcontinental 2700-mile non-stop flight from San Diego to New York is planned for this weekend by Richard Archbold, research associate of the American Museum of Natural History, in the $250,000 Consolidated Aircraft Corp.-built PBY-1 type flying boat he has purchased for eventual use on a scientific expedition from the United States to New Guinea. Weather conditions permitting, Archbold hopes to lift his huge plane from the waters of San Diego bay at 4:30 p.m. Saturday and land within 18 hours at North Beach airport, New York City.

The flight attempt is the first by a flying boat, and it is believed that Archbold's plane, which last week made aviation history in the Pacific southwest when it was flown from San Diego to Lake Meade, Boulder dam, and from here to Lake Tahoe for landing and take-off tests, will be the largest ever flown across the continent non-stop. The flight will be watched with unusual interest by military and naval interests because of the demonstration of the practicability of moving huge patrol planes from coast to coast across country.

Archbold announced the plans for his transcontinental flight attempt less than 24 hours after the navy successfully completed a record 3085-mile non-stop flight of 12 PBY-1 patrol planes from San Diego to Coco Solo, C. Z. Twenty-four planes of this type, all built at the Consolidated plant here, were flown earlier this year from San Diego to Hawaii.

Returning in July

With Archbold in the plane will be Russell Rogers, pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N., ret., who operates a marine and aircraft navigation school here, navigator; Harold Ramm, radio operator, and possibly William Wheatley, Consolidated chief test pilot, as relief pilot. Archbold, who has 600 hours' flying time, expects to be at the controls much of the way.

From New York, Archbold plans to take the plane to Schuyler lake, near Cooperstown, N. Y., where his mother, Mrs. John F. Archbold, lives. He is to start back westward with the plane next month, flying to Yellowstone park for high altitude landing and take-off tests on lakes in Wyoming, notably at Yellowstone lake, which has an altitude

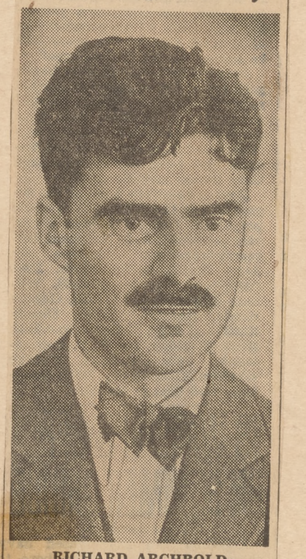
Washington, D. C., one of the most complete radio and interior-communication systems ever provided in any plane. It was designed especially for his particular service and manufactured to the same rigid specifications met by Bendix in constructing much of the radio equipment for similar Consolidated PBY-1 planes purchased by the navy and used in the recent record-breaking formation flights from San Diego to Hawaii and Panama.

The installation just has been completed under supervision of Bendix engineers and consists of a main transmitter, auxiliary transmitter, two complete receivers, a radio direction finder and an intercommunication system which extends throughout the ship and also permits both pilots to use the radio facilities directly when necessary. Tests made during recent flights of the plane, which carries the license number NC-777, from San Diego to Lake Meade and Lake Tahoe, gave reliable radio phone communication in excess of 500 miles with the main transmitter, while over distance up to 150 miles the auxiliary transmitter provided equally reliable communication.

Navy-Type Radio

The radio direction finding equipment is of a type similar to that designed and manufactured by The Bendix Radio Corp. for installation on all Consolidated planes purchased by the navy, and recently adopted by various airlines for direction-finding and the elimination of "rain-static" effects on their

Will Hop Today



RICHARD ARCHBOLD

TRIBUNE — JUNE 24

Plans for Richard Archbold's attempt to be the first flier to span the continent in a flying boat were speeded up today as a result of the possibility of unfavorable flight weather conditions over the route between San Diego and New York by Saturday, the day he originally expected to leave here. The report this noon was that the 30-year-old research associate of the American Museum of Natural History, who has purchased a $250,000 PBY-type flying boat built here at the Consolidated Aircraft Corp. plant, would take off from San Diego bay at 4 p.m. today.

Archbold said he hopes to land at North Beach airport, New York City, within 17 or 18 hours after leaving San Diego. He will be at the controls for part of the flight.

With him in the plane will be Russell Rogers, pilot; William Wheatley, Consolidated chief test pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N., ret., navigator, and Harold Ramm, radio operator.

C. R. Guern, meteorologist in charge of the San Diego municipal airport weather bureau station, reported that by taking off today Archbold and his companions could expect the best flight weather conditions for a possible period of five days. Guern was preparing a special weather map at noon, and said that while thunder storms are indicated in the great plains region north of Kansas and also in the lower Mississippi valley, the outlook was that the Guba, Archbold's plane, could fly between the two storms.

"Conditions don't look entirely too favorable for a flight, but today is the best time if he wants to get to New York before Monday," said Guern. "By the end of the week the outlook is for the storm to be over the New York area." Guern said a forecast would be received here before the takeoff from the district airways forecaster at Burbank. He said thunderstorms could be expected over Arizona and New Mexico this afternoon, but said they apparently were not severe.

Archbold's route leads each from here to Amarillo, Tex., and thence northeast to Cincinnati, Pittsburgh and Scranton, and on to New York. He said that during the night he planned to follow TWA beacons from Winslow, Ariz., to Amarillo. The only sizeable bodies of water he passes over are the Salton Sea, Roosevelt reservoir and the Mississippi and Ohio rivers.

William Van Dusen of the chamber of commerce, T. Claude Ryan and Jackson Hicklin, members of local contest committee to install and seal two barographs for National Aeronautical association record purposes, and to observe and time the takeoff for the N.A.A., were busy early this afternoon installing the barographs, which arrived here from N.A.A. headquarters at Washington, D. C., by air express.

Archbold's flight attempt is the first non-stop transcontinental attempt in a flying boat, and is part of a series of tests he is making preparatory to taking the plane on a scientific expedition next winter to New Guinea.

In 1927 Col. Francesco de Pinedo, Italian four-continent flier, flew across the southern part of the United States in a series of hops in the Santa Maria, a seaplane, but didn't complete the transcontinental flight. While en route to San Diego his plane was burned while riding at anchor at Roosevelt dam, Arizona. The blaze was caused when a burning match was tossed by a cigarette smoker on oil coated waters surrounding the craft. A new plane was sent him from Italy, and he flew in it from New York to Florida, thence to Chicago and on to Newfoundland before starting a flight over the Atlantic.

OFF TODAY FOR N.Y. IN S.D. PLANE

S.D. TRIBUNE — JUNE 24

With his departure time definitely set at 4 p.m. today, Richard Archbold, research associate of the American Museum of Natural History, and the five men who will accompany him on a non-stop flight attempt from San Diego to New York in his $250,000 Consolidated Aircraft Corp.-built PBY-type flying boat, busied themselves with last minute preparations this afternoon. Decision to leave today instead of Saturday, as originally planned, was made when C. R. Guern, meteorologist in charge of the Lindbergh field airport weather bureau station, said weather conditions for the flight would be better today than Saturday.

Archbold hopes to set the flying boat down on the water at North Beach, New York City, within 18 hours after taking off from San Diego bay. His plane, the Guba, has a gross weight of 27,000 pounds. The 1750 gallons of gasoline it carries weighs 10,500 pounds. Archbold, who plans to use the plane on a scientific flight to New Guinea next winter, said he will keep the craft at an altitude of around 10,000 feet for the San Diego-New York flight.

Guard air base at 4:41 p. m. At 4:50:30 p. m., with William Wheatley, Consolidated chief test pilot, at the controls, the big airboat roared down the takeoff lane toward Point Loma with its heavy fuel load, took off easily and then wheeled about after crossing the headland.

Farewell Salute

As the plane headed east over San Diego, Wheatley dipped its wings in farewell, and the crew settled down for the cross-country dash.

A storm area over the Great Plains region which Archbold had expected he would be required to outrace, changed its course during the night and veered north, instead of east, according to the government weather bureau at Lindbergh Field.

This unexpected "break" enabled Lieut. Comdr. L. R. Gray, navigator, to change the airboat's original course over southern states through Dallas, Tex., and Atlanta, Ga., to a northeasterly route across Oklahoma City, St. Louis and Pittsburgh.

Except for local thunderstorms, the airboat encountered fairly good weather on the entire trip.

At 2 a. m., when the original gasoline load of 10,500 pounds had been appreciably diminished, the plane picked up speed, and maintained a rate of 150 miles per hour the remainder of the trip. The total time elapsed was slightly faster than Archbold's expectations.

With the plane's arrival in New York today, another chapter in San Diego's colorful aviation history ended. Archbold, who will use the airboat in exploration in Dutch New Guinea, beginning this winter, ordered all his radio equipment at his La Mesa home crated up and shipped east immediately.

His base station at La Mesa was to be dismantled today.

Dr. Austin Rand, who will assist Archbold in the New Guinea expedition, will supervise the closing of local headquarters, maintained while the plane was under construction at Consolidated.

Oil Magnate's Scion

Archbold, who is personally financing the expedition to the tropics next December or January, when a year's intensive study of New Guinea mammal life will be started for the American Museum of Natural History, is the wealthy grandson of the late John D. Archbold, partner of John D. Rockefeller in the spectacular growth of the Standard Oil Co.

He is an enthusiastic "amateur" scientist and aviator. Although only 30, Archbold already has completed several expeditions to the tropics, during the course of which he became afflicted with malaria, an ailment which still troubles him. He is slightly handicapped by a speech impediment.

After a short stay at Lake Schuyler, Cooperstown, N. Y., where his mother lives, Archbold will fly the airboat west to Yosemite National Park, basing at Lake Yosemite for load takeoff tests at high altitude.

High Operating Base . .

In New Guinea, one of the lakes from whence his plane will operate is 11,000 feet above sea level, and the rarefied atmosphere makes takeoffs more difficult than at sea level.

He will return to New York in July, making another transcontinental hop in December to prepare for a flight across the Pacific from either San Francisco or San Deigo. His route to New Guinea will be via Hawaii, Midway Island, Wake Island and Guam.

The crew of Archbold's airboat on this trip included William Wheatley, Lieut.-Comdr. Gray, Russell Rogers, pilot; Harold Ramm, radio operator; and Gerald Brown, engineer.

S. D. FLIERS LAND IN NEW YORK

S.D. TRIBUNE JUNE 25, 1937

REACH GOAL IN FAST HOP ACROSS U.S.

The Archbold flying boat landed at North Beach airport, New York City, at 9:52 a.m. today (P.S.T.), according to word received by Consolidated officials.

Richard Archbold and five flight companions, who left here in a 13½-ton flying boat at 4:51 p.m. yesterday on a nonstop flight attempt from San Diego to New York, were over Pittsburgh at 7:30 a.m. (P.S.T.), according to advices received here at the Consolidated Aircraft Corp. plant, builders of the craft.

Over St. Louis at 3:30

No word of the plane's whereabouts since that time was received up to a late hour, although Consolidated officials said he was due to land at North Beach, New York City, in mid-morning.

In the Guba ("Sudden Storm") Archbold's $250,000 Consolidated Aircraft Corp.-built plane are six men—Archbold, who has as co-pilots Russel Rogers and William Wheatley; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N. ret., navigator, and Harold Ramm, radio operator.

Last radio report received here from Archbold was at 3:30 a.m., when he was over St. Louis.

Archbold and five flight companions lifted the plane from the waters of San Diego bay at 4:51 p.m. yesterday. Decision to leave yesterday was not made until shortly after noon, and at 3 p.m. the $250,000 flying boat, which Archbold purchased from the Consolidated Aircraft Corp. for use in a scientific expedition to New Guinea starting next winer, was rolled from the hangar. The first attempt to take off was frustrated when a small harbor craft got in the way. The airboat was turned back and after another take-off run rose into the air and soared over Pt. Loma before turning east.

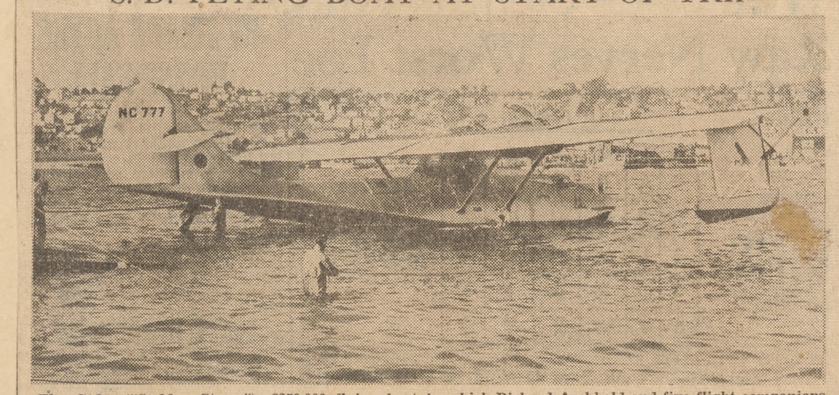
As Archbold and his flight companions left San Diego he said, "We're going to have an early lunch in New York. We expect no storm trouble, as we plan to follow a weather condition that will give us tail winds."

Archbold's first radio message received at his La Mesa home was that he was averaging about 125 miles an hour. At 6:30 p.m. he was over Gila Bend, Ariz., and at 8 p.m. he reported "all well" over St. Thomas, Ariz. By 10:30 p.m. he reported "everything working O.K." as he neared Carlsbad, N. M. Thirty mintues later he was over Lubbock, Tex. A radio message received here from him at 3:30 a.m. said the plane

(Continued on Page 6-A, Col. 6)

S. D. FLYING BOAT AT START OF TRIP

TRIBUNE JUNE 25, 1937



The Guba ("Sudden Storm"), $250,000 flying boat in which Richard Archbold and five flight companions left here yesterday afternoon for New York City, is shown here entering the waters of San Diego bay from Lindbergh field preparatory to the takeoff. The plane left at 4:51 p.m.

Archbold is a native of New York City. His manner is quiet, and he has a slow, almost drawling speech, which belies his exciting vocation. He is 30 years old, and traveled a great deal with his family, receiving his education, as he puts it, "any and everywhere." His final schooling was at Tucson, Ariz.

In 1928, when he was 21 and deeply engrossed in photography, his father got him a place as photographer in an expedition to Madagascar, sponsored by the American, British and French Museums of Natural History. Archbold recalled that while preparing for the expedition he became so engrossed in the study of mammals, that he decided to go along, not only as a photographer, but as an animal collector. The expedition, which consisted of eight members, started out from Paris and spent two years in Madagascar, making a complete collection and study of the birds and mammals of the territory. Archbold states that this trip was the deciding point in his life, as the work proved to be so fascinating that he decided to make exploration his career.

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S. D. PLANE LANDS AT GOAL IN NEW YORK

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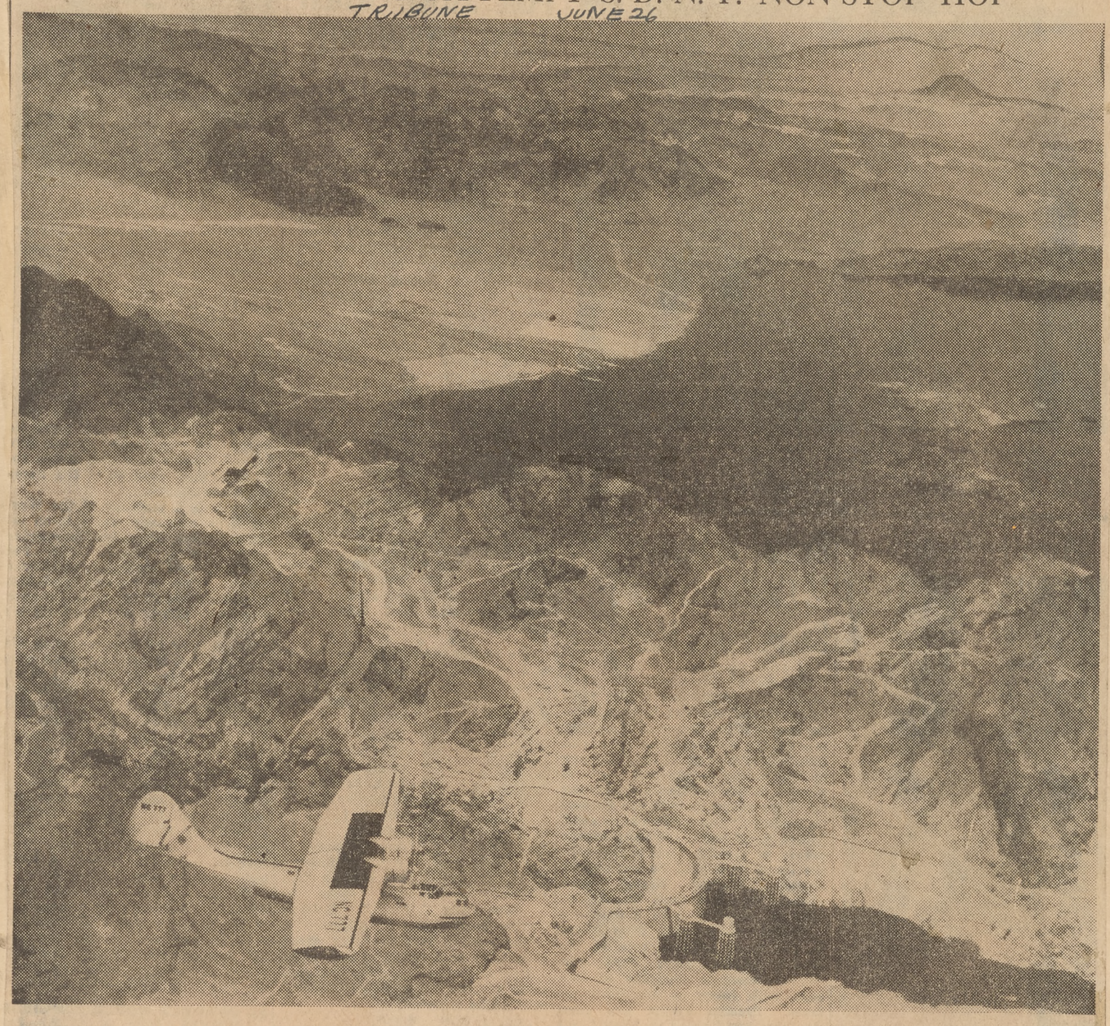
TRIBUNE JUNE 26



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Consolidated officials reported at noon they had talked with Archbold by phone following his arrival at New York. Archbold said weather conditions throughout were good, except over the Rockies, where the air was a "bit rough" and there was some sheet lightning. From there on, he said, it was "clear sailing." On the question of fuel consumption, Archbold reported that the Guba used less than two-thirds of the 1700 gallons of gasoline which the plane carried when it left here. Archbold and the two other pilots in the craft spelled each other off during the flight. For food they carried an assortment of sandwiches, fruit, coffee and tea. The fliers were welcomed by a large crowd when they landed, and got out of the plane to face a battery of newsreel men. As for Consolidated officials, the word from the plant was "We're jubilant. We knew they'd make it, and they did."

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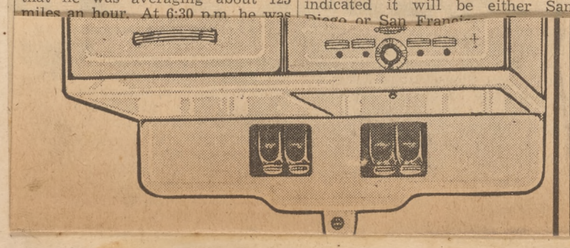

Tom Mooney, California's most talked of convict, has been promoted from peeling potatoes to growing them. Captain of the Yard Ralph New assigned Mooney a job as gardener.

A recent census enumerated 582,365,725 rubber trees in the Netherland Indies.

'GUBA' LANDS ON BAY IN NEW YORK

Aviation - minded America thrilled today to the latest air conquest—spanning of the continent by an airboat—accomplished when Richard Archbold and five flight companions set their 13½-ton Consolidated Aircraft Corp. - built PBY - type plane down on the waters of Flushing bay, New York, at 9:54 a.m. (P.S.T.), 17 hours and 3 minutes after taking off from San Diego bay.

"Practically Perfect"

The flight was non-stop. Archbold, who left San Diego at 4:51 p.m. yesterday, told The Associated Press upon his landing that the trip was "practically perfect." Whether he broke any records for his type of aircraft remained to be determined by officials of the National Aeronautic association, who checked him in.

The 30-year-old research associate of the American Museum of Natural History, will confer with museum officials and make test flights in the east and over the Rocky mountain area before leaving the United States next winter in the plane on

(Continued on Page 6-A, Col. 3)

S. D. AIRBOATS GO INTO ACTION

23 Take Part In Alaskan Maneuvers

The two units of San Diego based and built Navy patrol bombing planes, which flew non-stop to Seattle July 1, yesterday went into action in tactical maneuvers in Alaska, as they exchanged bases, the United Press reported to The Sun.

The detachment of 23 planes was split into two units—one composed of 12 planes from Squadrons VP-7 and VP-9, and the other 11 planes of Squadron VP-12 — because of inadequate bases in Kodiak, Alaska.

All 23 planes, bringing Rear Adm. E. J. King, commander of Base Force Aircraft, arrived in Juneau Thursday. Late yesterday Squadron 12 left Sitka for Kodiak, where it was to be based, while the other 11 planes flew back to Sitka from Kodiak.

The planes, built by Consolidated Aircraft Corp., will remain in Alaska until late August, then return to San Diego.

COME ON, U. S.!

Russian Proposes Air Olympics

By HAROLD KEEN

AVIATION has provided the world with its most deadly implements of destruction, but flights like that of the Russian fliers who were feted in San Diego yesterday can serve only to improve the relationship between great powers.

This was the tenor of remarks made by local civil leaders, and by Army and Navy officers who paid tribute to the courage of the modest Soviet airmen.

Said Jack Hicklin, chairman of the Chamber of Commerce, aviation committee, who presided at yesterday's memorable luncheon in Hotel San Diego:

"Aviation is tying the peoples of the world together better than any other factor of modern life."

This statement summed up the sentiments expressed by Rear Adm. Sinclair Gannon, 11th Naval District commandant; Vice Adm. Frederick J. Horne, Aircraft Battle Force commander; Lieut. Col. Edward L. Kelly, Ft. Rosecrans commander; Mayor Percy Benbough, Supervisor Walter Bellon, Howard Worth, chairman of the Chamber's Army and Navy committee; and Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp.

And it was the idea which the fliers themselves most wanted to get across.

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CHIEF PILOT MIKHAIL Gromov, who has the perfect "poker face" — muscles etched in granite—made a proposition.

"I would like to see," he said, "American pilots reply with the same kind of a flight over the North Pole and into Moscow. I would like to have them beat our record, so that we could try again and beat theirs." An aviation Olympics, as it were.

Gromov rarely smiles. When he does, he seems to force himself. Yet he gives an impression of utmost sincerity. Still more, he gives you an idea that he is a man of determination, with an unflexible will.

Co-Pilot Andrei Yumosheff and Navigator Sergei Danilin are different types. The former, with his perpetual smile, his gleaming white teeth, his wavy blond hair, looks like a college student, despite the fact that he is 35 years old. Danilin is another jolly sort.

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THEY reason in an enigmatic Russian manner, at least when they're in the air. While the world was beginning to fear they had become lost in the six hours after they were last seen above Oakland early Wednesday, they neglected to send radio messages. Why?

"Why should we?" asked Danilin. "We decided to reach San Diego and we knew we were flying on a straight line, down the 120th meridian, so we didn't think it would be necessary to give position reports."

All three, and Acting Consul-General Gokhman were overwhelmed by San Diego hospitality. The warm reception they received here, they repeated again and again, made the fliers forget that not long ago they were fighting through cyclones over the North Pole.

CONSAIR UNION TO KEEP PACT

CIO Affiliation Not To Change Contract

Although its affiliation has been switched from the A. F. of L. to the C. I. O., San Diego's union of aircraft workers is ready to abide by the contract signed last April by its officials and Maj. Reuben H. Fleet of Consolidated Aircraft Corp.

Such was the message sent this week to Maj. Fleet, George Smith, temporary president of the union, announced today.

Court Battle

"Maj. Fleet replied stating that he could not commit himself until litigation in regard to jurisdictional right presumably to carry out the contract, is settled," Smith said.

The only litigation pending, according to Smith, is a hearing on an injunction to prevent the union from affiliating with the C. I. O.

A. F. L. Gets Properties

Transfer of certain union property to the A. F. of L., which claims ownership, will cause the injunction proceedings to be called off, Smith said.

"The contract on working conditions and wages," he added, "was with the employes, and although their affiliation today is different, the company is still dealing with the same employes. We are ready to stand by the contract."

Tonight Smith will preside over a mass meeting in Broadway pier auditorium sponsored by the union. Speakers will include George Roberts, Southern California organizer for the United Rubber Workers of America; Dick Coleman and Charles Rogers, representatives of the United Automobile Workers of America, and San Diego Aircraft union officials.

S. D. FLIERS LAND IN NEW YORK

S.D. TRIBUNE JUNE 25, 1937

REACH GOAL IN FAST HOP ACROSS U. S.

The Archbold flying boat landed at North Beach airport, New York City, at 9:52 a.m. today (P.S.T.), according to word received by Consolidated officials.

Richard Archbold and five flight companions, who left here in a 13½-ton flying boat at 4:51 p.m. yesterday on a nonstop flight attempt from San Diego to New York, were over Pittsburgh at 7:30 a.m. (P.S.T.), according to advices received here at the Consolidated Aircraft Corp. plant, builders of the craft.

Over St. Louis at 3:30

No word of the plane's whereabouts since that time was received up to a late hour, although Consolidated officials said he was due to land at North Beach, New York City, in mid-morning.

In the Guba ("Sudden Storm") Archbold's $250,000 Consolidated Aircraft Corp.-built plane are six men—Archbold, who has as co-pilots Russel Rogers and William Wheatley; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N. ret., navigator, and Harold Ramm, radio operator.

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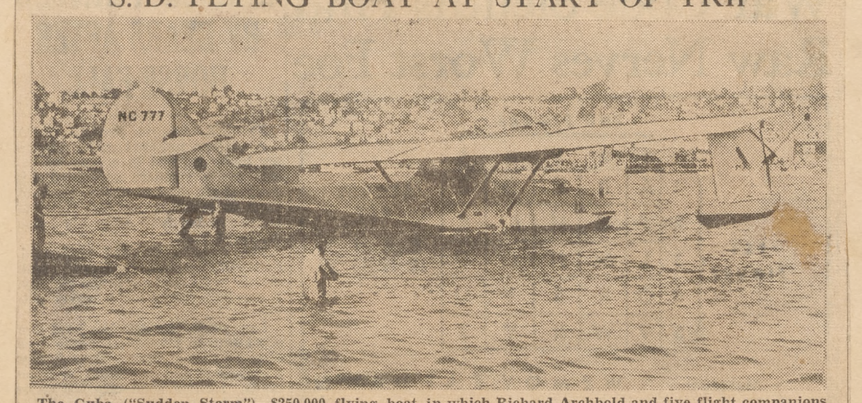
Archbold's first radio message received at his La Mesa home was that he was averaging about 125 miles an hour. At 6:30 p.m. he was over Gila Bend, Ariz., and at 8 p.m. he reported "all well" over St. Thomas, Ariz. By 10:30 p.m. he reported "everything working O.K." as he neared Carlsbad, N. M. Thirty mintues later he was over Lubbock, Tex. A radio message received here from him at 3:30 a.m. said the plane

(Continued on Page 6-A, Col. 6)

S. D. FLYING BOAT AT START OF TRIP

TRIBUNE JUNE 25, 1937



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The next expedition the now dyed-in-the-wool scientist-explorer led was to Mt. Fain, Australia. He says that on this trip they used a combination of plane, boat and ground transportation, which proved to be much more satisfactory than the previous method of ground travel. In Archbold's opinion, the plane was, by far, the most important asset of the expedition. An advance party, consisting of a patrol officer, a transport man, three scientists, a native policeman, and about 65 natives, went 325 miles up the Fly river. Previously, and during this time, the plane was used to locate suitable camp sites and to make reconnaissance flights over the area in which they proposed to carry on operations. It was estimated that the advance party, at the end of two weeks time, would be at the "610-mile mark," a spot suitable for dropping supplies. Therefore, at the end of this time, the plane, with a two weeks' supply of food on board, flew up to this point and was unable to locate the party and, in returning to the base camp to see if there had been any word from them, Archbold and his co-pilot, Rogers, saw them about one-third of the way.

River Narrow, Fast

The river, at that point, was narrow and quite fast. After some circling, they decided they would have to land in order to be able to deliver supplies to the party. Upon landing, while they only had about 150 ft. wing clearance, they found it entirely feasible to operate out of this spot and decided to move the whole base camp to the site in order to save two weeks of walking. Approximately 30,000 lbs. of supplies and equipment were moved in 12 trips. If mule and carrier labor had been used to accomplish this, the move would have entailed days of heart-breaking hardship and labor.

Parachutes were used to deliver the equipment and supplies from plane to ground. Archbold reminisces that rice, for instance, was packed in 50-pound sacks and these, in turn, were placed in larger, looser bags and dropped five at a time. When the inner sack burst open because of the impact of the fall, the rice was retained in the outer sacks. Flour, sugar and salt, which had to be sealed in tins because of the dampness, were also dropped by parachute in 100-pound loads.

Sayer of Time and Labor

This proved a very satisfactory method of delivery and saved a great deal of time and labor. The plane was also useful in delivering supplies of food to caches for use in emergency. The desirability of this practice was proven by actual experience when, a week after starting the practice, the ship turned over and was lost. Without the supplies, the other members of the expedition would have been in a very serious situation. Archbold says that this expedition strengthened his belief that the plane is of immeasurable value for successful exploration in New Guinea.

Archobld believes that his new plane will be of vast aid to him. It will enable him to carry larger loads and increase his range of exploration. He will be able, because of increased cruising speed, to deviate from his course more often to take pictures, etc. He took 1500 pictures on his last expedition and expects to take even more on this next one.

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CONTINUED FROM PAGE ONE

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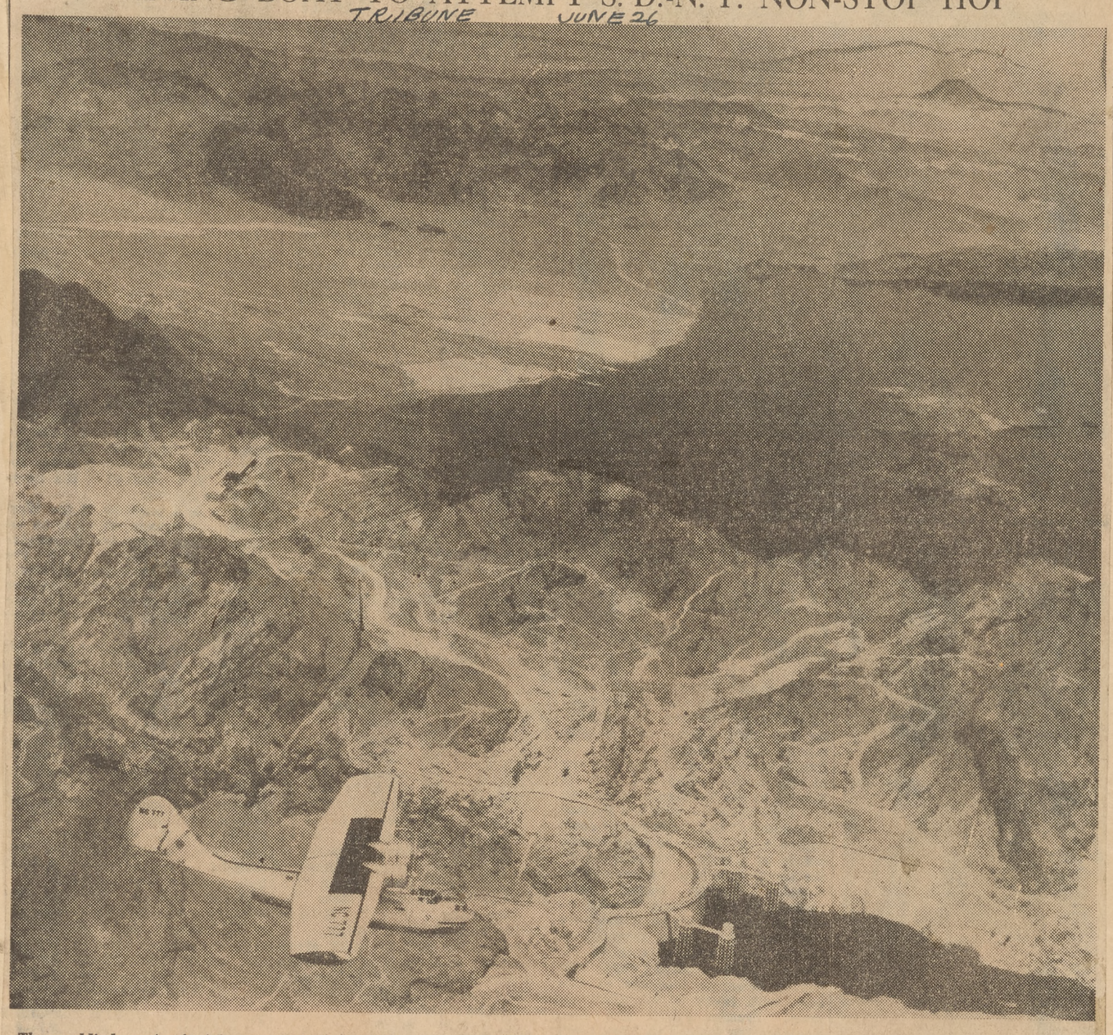
TRIBUNE JUNE 26



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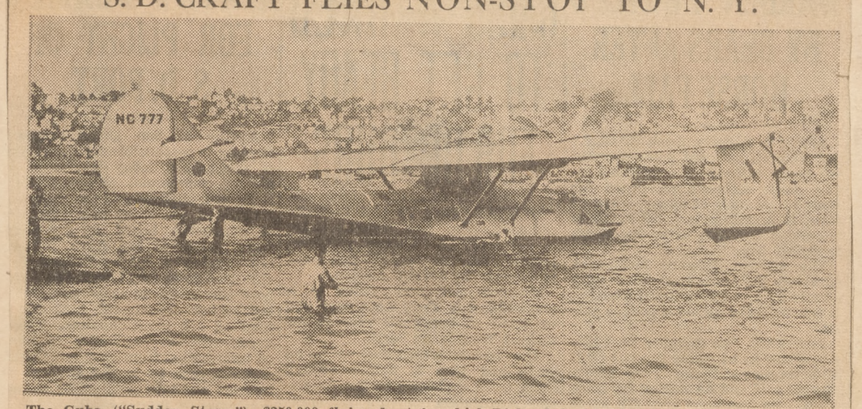

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In the "Guba" ("Sudden Storm") Archbold's $250,000 Consolidated Aircraft Corp.-built plane were six men—Archbold, who has as co-pilots Russel Rogers and William Wheatley; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U.S.N. ret., navigator, and Harold Ramm, radio operator.

Last radio report received here from Archbold was at 3:30 a.m., when he was over St. Louis.

Archbold and five flight companions lifted the plane from the waters of San Diego bay at 4:51 p.m. yesterday. Decision to leave yesterday was not made until shortly after noon, and at 3 p.m. the $250,000 flying boat, which Archbold purchased from the Consolidated Aircraft Corp. for use in a scientific expedition to New Guinea starting next winer, was rolled from the hangar. The first attempt to take off was frustrated when a small harbor craft got in the way. The airboat was turned back and after another take-off run rose into the air and soared over Pt. Loma before turning east.

Tail Winds Expected

As Archbold and his flight companions left San Diego he said, "We're going to have an early lunch in New York. We expect no storm trouble, as we plan to follow a weather condition that will give us tail winds."

Archbold's first radio message received at his La Mesa home was that he was averaging about 125 miles an hour. At 6:30 p.m. he was over Gila Bend, Ariz., and at 8 p.m. he reported "all well" over St. Thomas, Ariz. By 10:30 p.m. he reported "everything working O.K." as he neared Carlsbad, N. M. Thirty mintues later he was over Lubbock, Tex. A radio message received here from him at 3:30 a.m. said the plane was speeding at 150 miles an hour over St. Louis, Mo. He was reported over Pittsburgh at 7:30 a.m.

Similar to PBY-1

Except for armament, not carried in Archbold's plane, the Guba is similar to the PBY-1 naval patrol planes flown in two 12-plane mass flights from San Diego to Honolulu this year and in this week's 12-plane mass flight from here to Coco Solo. The Consolidated Aircraft Corp. has been awarded three contracts by the navy department for PBY-type planes, making a total of 176 ships and spare parts equivalent to 35 airplanes on order for approximately $19,000,000.

In a general description of the PBY-1 type plane Consolidated officials state it is an all-metal, semi-cantilever monoplane flying boat, designed for military use as a long range patrol bomber, and for commercial use as a long range transport or cargo plane. It is powered with two engines, using either the Wright Cyclone or Pratt & Whitney twin row Wasp. A readily detachable beaching gear is provided for handling the craft in and out of the water, and to facilitate movements ashore. In general, the entire airplane structure, including the hull, auxiliary floats, wings and tail surfaces, is riveted aluminum alloy monocoque type construction. As a commercial airplane, the plane has cargo and passenger compartments arranged with proper respect for center of gravity location. Power for the electric system in the craft is supplied by two batteries and by two engine-driven generators. The electric system includes navigation lights, interior hull lighting, a signal system and such other devices as are required in large airboats.

Consolidated officials reported at noon they had talked with Archbold by phone following his arrival at New York. Archbold said weather conditions throughout were good, except over the Rockies, where the air was a "bit rough" and there was some sheet lightning. From there on, he said, it was "clear sailing." On the question of fuel consumption, Archbold reported that the Guba used less than two-thirds of the 1700 gallons of gasoline which the plane carried when it left here. Archbold and the two other pilots in the craft spelled each other off during the flight. For food they carried an assortment of sandwiches, fruit, coffee and tea. The fliers were welcomed by a large crowd when they landed, and got out of the plane to face a battery of newsreel men. As for Consolidated officials, the word from the plant was "We're jubilant. We knew they'd make it, and they did."

From New York Archbold plans to take the plane to Schuyler lake, near Cooperstown, N. Y., where his mother, Mrs. John F. Archbold, lives. After a visit with her he plans to start westward again next month, flying to Wyoming to make landing and take-off load tests on Yellowstone lake and other lakes in the Rocky mountains. This is in preparation for the work in New Guinea, where the plane will operate to lakes lying at elevations up to 11,000 feet. He expects to return to San Diego in the fall. The exact take-off place for his flight to New Guinea has not been determined, although Archbold has indicated it will be either San Diego or San Francisco. En route to New Guinea he plans stops at Honolulu, Midway island, Wake island and Guam.

Native of Gotham

Archbold is a native of New York City. His manner is quiet, and he has a slow, almost drawling speech, which belies his exciting vocation. He is 30 years old, and traveled a great deal with his family, receiving his education, as he puts it, "any and everywhere." His final schooling was at Tucson, Ariz.

In 1928, when he was 21 and deeply engrossed in photography, his father got him a place as photographer in an expedition to Madagascar, sponsored by the American, British and French Museums of Natural History. Archbold recalled that while preparing for the expedition he became so engrossed in the study of mammals, that he decided to go along, not only as a photographer, but as an animal collector. The expedition, which consisted of eight members, started out from Paris and spent two years in Madagascar, making a complete collection and study of the birds and mammals of the territory. Archbold states that this trip was the deciding point in his life, as the work proved to be so fascinating that he decided to make exploration his career.

Month on High Mountain

Shortly after the conclusion of this expedition, Archbold went on another, this time as leader, to Papua (New Guinea). He says that, as he remembers it, the worst part of the whole trip was the difficulty of transportation. For instance, the expedition succeeded in spending a month on a mountain 12,000 feet high. This, in itself, was a great achievement which had never before been accomplished in New Guinea. However, they experienced great difficulty in attaining their goal, being forced to use a road which was "navigable" for mules for about 10 days' travel and only passable by the use of carriers for the next 4½ days. This road had been built by the Mission of Our Lady of the Sacred Heart and was the only way the expedition could reach its objective. Archbold says that this expedition made him realize that they could have made the trip much easier and more quickly with a plane. Therefore, when the group returned to New York in 1934, he purchased an amphibian and took flying lessons, obtaining a private license.

The next expedition the now dyed-in-the-wool scientist-explorer led was to Mt. Fain, Australia. He says that on this trip they used a combination of plane, boat and ground transportation, which proved to be much more satisfactory than the previous method of ground travel. In Archbold's opinion, the plane was, by far, the most important asset of the expedition. An advance party, consisting of a patrol officer, a transport man, three scientists, a native policeman, and about 65 natives, went 325 miles up the Fly river. Previously, and during this time, the plane was used to locate suitable camp sites and to make reconnaissance flights over the area in which they proposed to carry on operations. It was estimated that the advance party, at the end of two weeks time, would be at the "610-mile mark," a spot suitable for dropping supplies. Therefore, at the end of this time, the plane, with a two weeks' supply of food on board, flew up to this point and was unable to locate the party and, in returning to the base camp to see if there had been any word from them, Archbold and his co-pilot, Rogers, saw them about one-third of the way.

River Narrow, Fast

The river, at that point, was narrow and quite fast. After some circling, they decided they would have to land in order to be able to deliver supplies to the party. Upon landing, while they only had about 150 ft. wing clearance, they found it entirely feasible to operate out of this spot and decided to move the whole base camp to the site in order to save two weeks of walking. Approximately 30,000 lbs. of supplies and equipment were moved in 12 trips. If mule and carrier labor had been used to accomplish this, the move would have entailed days of heart-breaking hardship and labor.

Parachutes were used to deliver the equipment and supplies from plane to ground. Archbold reminisces that rice, for instance, was packed in 50-pound sacks and these, in turn, were placed in larger, looser bags and dropped five at a time. When the inner sack burst open because of the impact of the fall, the rice was retained in the outer sacks. Flour, sugar and salt, which had to be sealed in tins because of the dampness, were also dropped by parachute in 100-pound loads.

Saver of Time and Labor

This proved a very satisfactory method of delivery and saved a great deal of time and labor. The plane was also useful in delivering supplies of food to caches for use in emergency. The desirability of this practice was proven by actual experience when, a week after starting the practice, the ship turned over and was lost. Without the supplies, the other members of the expedition would have been in a very serious situation. Archbold says that this expedition strengthened his belief that the plane is of immeasurable value for successful exploration in New Guinea.

Archobld believes that his new plane will be of vast aid to him. It will enable him to carry larger loads and increase his range of exploration. He will be able, because of increased cruising speed, to deviate from his course more often to take pictures, etc. He took 1500 pictures on his last expedition and expects to take even more on this next one.

an's the latter honoring the oneer family mentioned.

Ranch Hosiptable

In his fine manuscript, "Camping the Colorado Desert," John L. elly relates experiences while oving stock to the Cuyamaca nch:

". . . we got to the ranch of enry Bergman about noon. As it as a very dry season, every time e came to a ranch we were alost sure to be met by the owner d told to 'keep the herd moving

you in top form for fun, romance, adventure!

You will admire these sheers, voiles, rayons and pique dresses . . . and you don't have to spend a small fortune! Sizes 14 to 44.

2-Pc. Sharkskin Dresses

These are so popular this season! Only our large purchasing power makes these values possible. Beautiful sharkskin crepe jacket and printed dress in contrasting color. Sizes 14 to 20.

$3.95

Sale of Wash Frocks

'GUBA' LANDS ON BAY IN NEW YORK

Aviation - minded America thrilled today to the latest air conquest—spanning of the continent by an airboat—accomplished when Richard Archbold and five flight companions set their 13½-ton Consolidated Aircraft Corp. - built PBY - type plane down on the waters of Flushing bay, New York, at 9:54 a.m. (P.S.T.), 17 hours and 3 minutes after taking off from San Diego bay.

"Practically Perfect"

The flight was non-stop. Archbold, who left San Diego at 4:51 p.m. yesterday, told The Associated Press upon his landing that the trip was "practically perfect." Whether he broke any records for his type of aircraft remained to be determined by officials of the National Aeronautic association, who checked him in.

The 30-year-old research associate of the American Museum of Natural History, will confer with museum officials and make test flights in the east and over the Rocky mountain area before leaving the United States next winter in the plane on

(Continued on Page 6-A, Col. 3)

S. D. AIRBOATS GO INTO ACTION

S. D. Sun 7/18/37

23 Take Part In Alaskan Maneuvers

The two units of San Diego based and built Navy patrol bombing planes, which flew non-stop to Seattle July 1, yesterday went into action in tactical maneuvers in Alaska, as they exchanged bases, the United Press reported to The Sun.

The detachment of 23 planes was split into two units—one composed of 12 planes from Squadrons VP-7 and VP-9, and the other 11 planes of Squadron VP-12 — because of inadequate bases in Kodiak, Alaska.

All 23 planes, bringing Rear Adm. E. J. King, commander of Base Force Aircraft, arrived in Juneau Thursday. Late yesterday Squadron 12 left Sitka for Kodiak, where it was to be based, while the other 11 planes flew back to Sitka from Kodiak.

The planes, built by Consolidated Aircraft Corp., will remain in Alaska until late August, then return to San Diego.

COME ON, U. S.!

S. D. Sun 7/16/37

Russian Proposes Air Olympics

By HAROLD KEEN

AVIATION has provided the world with its most deadly implements of destruction, but flights like that of the Russian fliers who were feted in San Diego yesterday can serve only to improve the relationship between great powers.

This was the tenor of remarks made by local civil leaders, and by Army and Navy officers who paid tribute to the courage of the modest Soviet airmen.

Said Jack Hicklin, chairman of the Chamber of Commerce, aviation committee, who presided at yesterday's memorable luncheon in Hotel San Diego:

"Aviation is tying the peoples of the world together better than any other factor of modern life."

This statement summed up the sentiments expressed by Rear Adm. Sinclair Gannon, 11th Naval District commandant; Vice Adm. Frederick J. Horne, Aircraft Battle Force commander; Lieut. Col. Edward L. Kelly, Ft. Rosecrans commander; Mayor Percy Benbough, Supervisor Walter Bellon, Howard Worth, chairman of the Chamber's Army and Navy committee; and Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp.

And it was the idea which the fliers themselves most wanted to get across.

◇ ◇ ◇

CHIEF PILOT MIKHAIL Gromov, who has the perfect "poker face" — muscles etched in granite—made a proposition.

"I would like to see," he said, "American pilots reply with the same kind of a flight over the North Pole and into Moscow. I would like to have them beat our record, so that we could try again and beat theirs." An aviation Olympics, as it were.

Gromov rarely smiles. When he does, he seems to force himself. Yet he gives an impression of utmost sincerity. Still more, he gives you an idea that he is a man of determination, with an unflexible will.

Co-Pilot Andrei Yumosheff and Navigator Sergei Danilin are different types. The former, with his perpetual smile, his gleaming white teeth, his wavy blond hair, looks like a college student, despite the fact that he is 35 years old. Danilin is another jolly sort.

◇ ◇ ◇

THEY reason in an enigmatic Russian manner, at least when they're in the air. While the world was beginning to fear they had become lost in the six hours after they were last seen above Oakland early Wednesday, they neglected to send radio messages. Why?

"Why should we?" asked Danilin. "We decided to reach San Diego and we knew we were flying on a straight line, down the 120th meridian, so we didn't think it would be necessary to give position reports."

All three, and Acting Consul-General Gokhman were overwhelmed by San Diego hospitality. The warm reception they received here, they repeated again and again, made the fliers forget that not long ago they were fighting through cyclones over the North Pole.

CONSAIR UNION TO KEEP PACT

CIO Affiliation Not To Change Contract

S. D. Sun 7/16/37

Although its affiliation has been switched from the A. F. of L. to the C. I. O., San Diego's union of aircraft workers is ready to abide by the contract signed last April by its officials and Maj. Reuben H. Fleet of Consolidated Aircraft Corp.

Such was the message sent this week to Maj. Fleet, George Smith, temporary president of the union, announced today.

Court Battle

"Maj. Fleet replied stating that he could not commit himself until litigation in regard to jurisdictional right presumably to carry out the contract, is settled," Smith said.

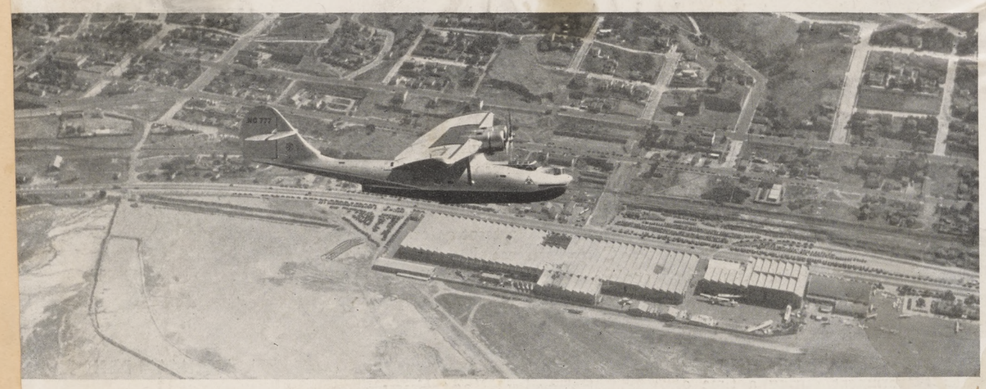
The only litigation pending, according to Smith, is a hearing on an injunction to prevent the union from affiliating with the C. I. O.

A. F. L. Gets Properties

Transfer of certain union property to the A. F. of L., which claims ownership, will cause the injunction proceedings to be called off, Smith said.

"The contract on working conditions and wages," he added, "was with the employes, and although their affiliation today is different, the company is still dealing with the same employes. We are ready to stand by the contract."

Tonight Smith will preside over a mass meeting in Broadway pier auditorium sponsored by the union. Speakers will include George Roberts, Southern California organizer for the United Rubber Workers of America; Dick Coleman and Charles Rogers, representatives of the United Automobile Workers of America, and San Diego Aircraft union officials.



ARCHBOLD COMPLETES FIRST NONSTOP TRANSCONTINENTAL FLIGHT BY FLYING BOAT

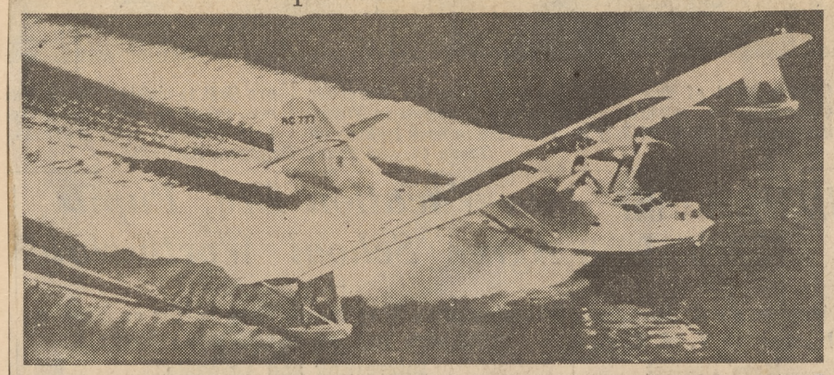
Richard Archbold, Research Associate of the American Museum of Natural History, New York, Completed, on June 25, a Nonstop Flight from San Diego, Calif., to North Beach Airport, New York, in 17 Hours, 2 Minutes. He Used a Commercial Version of the Consolidated PBY-1 Patrol Boat Operated by the Navy and Already Well Known for Several Long-Distance Flights, Latest Being the Mass Flight of 3,292 Miles by 12 Airplanes from San Diego to Coco Solo, Canal Zone. The Airplane which Carried Two-Way Radio, Sperry Gyropilot and Blind-Flying Instruments, is Powered with Two Pratt & Whitney Twin Wasp Engines, Developing 1,000 h-p. for Takeoff and Fitted wth Hamilton Standard Constant Speed Propellers. It Has a Cruising Range of 4,000 Miles. Mr. Archbold Has Announced Plans for a Two-Year Scientific Expedition to Dutch New Guinea for the Museum Sometime Later This Year

Official photograph, U. S. Navy

THEY MADE RECORD NONSTOP FLIGHT IN FORMATION TO DELIVER 12 NEW AIRPLANES TO COCO SOLO

A Dozen New Consolidated Airplanes (PBY-1's), Powered by Twin Wasp (SBG) Engines and Equipped with Hamilton Standard Constant Speed Propellers, Flew 3,292 Miles from San Diego, Calif., to the Canal Zone, Arriving on July 22. The Squadron is Known as Patrol Squadron 3 and was Commanded by Lieut. Robert W. Morse. Officer Personnel Who Made This Flight, Shown in This Photograph, Reading from Left: Lieuts. J. Eldridge, Jr., T. O. Dahl, H. T. Dietrich, G. J. Dufek, R. W. Morse, M. V. Saunders, W. E. Gladding, G. G. Mead, Aviation Cadets O. B. Whitmore, P. G. Holt, Lieuts. (J. G.) J. D. Black, W. G. Corliss, J. Hulme, F. Massey, and Aviation Cadets E. C. Hodson and P. E. Kohler

Archbold Completes Plane Dash from Sea to Sea



—[AP-Hartford Times

Richard Archbold's 17-ton flying boat, powered by Pratt & Whitney motors, ends transcontinental trip from San Diego. Above (left to right): Archbold, Russell Rogers, co-pilot; William Wheatley, test pilot; L. Gray, navigator; Jerry Brown, mechanic; Harold Kamm, radio.

ARCHBOLD HOPS ACROSS NATION IN FLYING BOAT

Hartford Times

P. & W. Motor Used in First Flight of Its Kind

6/26/37

New York—(AP)—Richard Archbold's 17-ton flying boat in which he intends to explore the interior of New Guinea rested at anchor at North Beach Airport today after a non-stop flight across the United States.

The trip from San Diego was completed in 17 hours, 3½ minutes and was the first transcontinental trip of a flying boat.

With Archbold, who is a research associate of the American Museum of Natural History, were Russell Rogers, pilot; Lieut. Commander Lloyd R. Gray, navigator; William Wheatley, test pilot for the Consolidated Aircraft Corporation, builder of the flying boat; Gerald Brown, flight mechanic; and Harold Ramm, radio operator.

Archbold's New Guinea trip, to be taken in about two months, is to be over the Pan-American clipper ship route via the Hawaiian Islands, Midway Island, and Guam.

Had P. & W. Motor

Archbold's plane was powered by a Pratt & Whitney motor.

S. D. Sun 6/25/37

GORDON E. MOUNCE former assistant to the Manager and Demonstration pilot at Consolidated Aircraft Corp., has answered the call of far places again.

In the course of his flying career, he has seen service in Europe, Mexico and South America. It was hard to tie him down to a desk in a factory.

He leaped at the opportunity for foreign duty when it was offered him recently by United Aircraft Exports Corp. Result: one less able executive at Consolidated.

Pacific Coast Edt. Wall Street Journal 7/9/37

AIRCRAFT SALES AT NEW RECORD

Second Quarter Deliveries at $27,000,000; Backlog of Orders Maintained

BETTER PROFITS LIKELY

NEW YORK — Aircraft and engine deliveries in the second quarter reached a record total for any three months' period, being estimated at $27,000,000. This would be an increase nearly as sharp percentage-wise over the first quarter as over the second quarter of 1936.

Earnings reports of the leading airplane builders and engine makers are expected, therefore, to make much better reading for the period just ended than in the first quarter.

Total deliveries in the second quarter as estimated would be an increase of 32.8% over the $20,496,517 deliveries of the March quarter, and 37.1% over the $19,676,853 deliveries in the second quarter of last year. The latter figure understates deliveries somewhat because in 1936 a few manufacturers did not report to the Aeronautical Chamber of Commerce except at the year-end, thus adding in a lump sum $9,108,381, which actually should have been included piecemeal in the monthly compilations. The 1937 figures reflect actual monthly shipments. If any year-end adjustments do become necessary, it is expected they will be of minor nature.

Unfilled Orders Show Little Decline

One reason for the sharp jump in sales this year is the heavy export demand. This business is mostly in military planes which are partially outmoded and, therefore, released for export. The profits of this type of business are naturally greater because the development and tooling expenses have been already charged off, but on the other hand it is not a too reliable source of demand.

Perhaps even more important than current sales or earnings, is the clear indication that unfilled orders on June 30 showed little, if any, decline from January 1, despite the jump in deliveries.

Rough estimates indicate the June 30 backlog of the entire industry was well above the $100,000,000 mark, which would compare with a backlog of perhaps $50,000,000 a year earlier. At current rate of delivery, about $9,000,000 monthly, this backlog should carry the industry along at or near capacity operations until the summer of 1938 without receipt of further orders.

The Question of Profits

There is therefore little likelihood of declining volume in the aircraft industry for at least a year irrespective of the trend of general business. As a matter of fact, the probabilities are that no important recession in production could occur until sometime in 1939 at the earliest, inasmuch as the Army and Navy alone will place some $75,000,000 in new business between now and June 30, 1938.

On the other hand, there is the question of profits. To date, a combination of governmental

Continued on Third Page

AIRCRAFT SALES AT NEW RECORD

Continued from First Page

restrictions, small volume which prevents adaption of mass production technique, and the demands of research and experimental programs, have kept average net profit margins below 10% on sales.

While the expanded volume, together with the advancing stage of development which the builders are entering, gives hope that profit margins can be bettered, it is questioned by some whether this will be possible on some business already booked.

Not only are material costs advancing, but labor costs, which bulk very large anyway in an aircraft manufacturer's expense sheet, threaten to rise materially in the next six months or so. If the product sold could be turned out within a short time after taking of orders, costs would not get too much out of line with prices. But with aircraft, there is often a lag of from six to twelve months before

It will be noticed that the 1937 estimated deliveries of the aircraft builders, if achieved, would be an aggregate increase of about 120% over 1936 sales, whereas sales of engine makers are expected to increase only 10%. Among several reasons for this variance are the fact that demand for engines is less elastic. They wear out after a certain number of flying hours and have to be replaced, but the life of planes can be prolonged almost indefinitely. Sales of new planes therefore tend to drop precipitously in depression periods, and rise again just as sharply with returning prosperity.

While Curtiss-Wright and United Aircraft are tabulated as engine makers, they also build planes. But chief sales reliance is placed on the Wright Cyclones by the former, the Pratt & Whitney double-row Wasps by the latter.

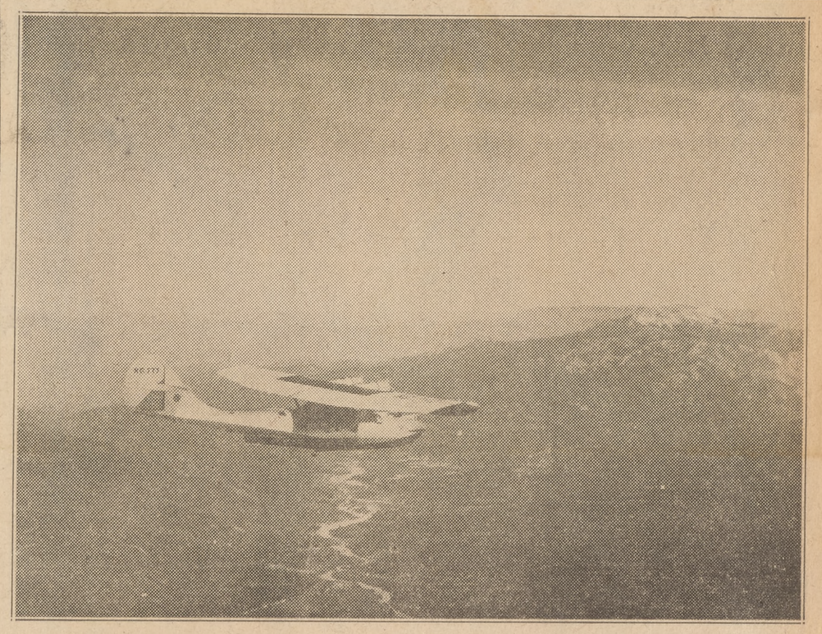
The better volume which the aircraft makers are achieving this year was made possible by plant expansion programs embarked upon last year when the industry found itself suddenly confronted with a rapidly expanding backlog of unfilled orders. Most companies by April 1 were beginning to reap the full benefits of enlarged plant facilities.

Current Operating Data of Aircraft Industry

Aircraft makers:	Estimates of 1937 sales	1936 sales	1936 Net income	1936 Net profit margin	Unfilled orders
Boeing	$5,000,000	$2,292,772	$168,364	7.3%	May 31.... $8,000,000
Consolidated	11,950,000	4,218,399	192,411	4.6	Apr. 10.... 16,407,275
Douglas & Northrop combined	21,221,000	10,087,370	976,342	9.7	June 11.... 38,031,828
Lockheed	4,500,000	2,606,501	106,126	5.0	Apr. 10.... 2,945,513
Martin	12,000,000	6,219,774	732,652	11.8	Mar. 31.... 11,602,340
*North American	2,750,000	1,263759	†160,936	..	Mar. 31.... 6,013,556
Total	$57,421,000	$26,088,575	$2,008,959	7.7%	Apr., July.. $82,400,512
Engine makers:					
Curtiss-Wright	$20,000,000	$18,929,364	$1,017,657	5.4%	Mar. 12.... $17,652,468
United Aircraft	25,000,000	22,056,559	1,926,442	8.7	Jan. 1.... 21,431,774
Total	$45,000,000	$40,985,923	$2,944,099	7.2%	First quar.. $39,084,242

* Excludes operations of Eastern Air Lines division. † Loss.

Non-Stop Transcontinental Trip Completed By Flying Boat



New York, June 26.—(AP.)—Richard Archbold, research associate of the American Museum of Natural History, dropped down on the waters of Flushing Bay yesterday with a 17-ton flying boat, shown above, to inaugurate something new in transcontinental travel.

With five other men he had flown non-stop from San Diego, Calif., in 17 hours and 3½ minutes, found no occasion to land on a lake or river en route and described the trip as "practically perfect."

Archbold came to New York to confer with museum officials and to have new instruments put in his prior to his departure, in about two months, for New Guinea to do research work. He will fly via the Ha Islands, Midway Island and Guam on the route of Pan American Airways Clipper ships.

Archbold used a commercial version of the Consolidated PBY-1 patrol airplane used by the Unit Navy and already well known for several long distance flights, the latest being a mass flight of 3000 miles by 12 airplanes from San Diego to Coco Solo, Canal Zone. The airplane is powered wit & Whitney Twin Wasp engines, developing 1000 horsepower each for take-off, and fitted wit Standard constant speed propellers.

S. D. PLANES TO ARGENTINA

S.D. Sun 7/27/37

Containing sections of three Consolidated P2Y3 patrol bombers, nine giant crates and six engine boxes were lifted aboard the McCormick freighter West Nilus today for delivery to Argentina.

Total weight of the unique cargo is more than 80 tons. The plane parts were hoisted by the Harbor Department's big steam crane, aided by the West Nilus' own boom.

A shipment of three more Consolidated flying boats to the Argentine Naval Base at Puerto Belgrano will leave San Diego Harbor about Aug. 15 aboard the McCormick freighter West Ivis.

S.D. Sun 7/26/37

BUNCH OF CRATES?

☼ ☼ ☼

Planes Get $5000 Overcoats

By HAROLD KEEN

ENVISION three fairly large residences, each consisting of three bedrooms, two bathrooms, a living-room, dining-room and kitchen.

Multiply by three and you will get an idea of the amount of lumber needed to encase the trio of Consolidated patrol bombers being shipped from San Diego tomorrow aboard the McCormick freighter West Nilus for Puerto Belgrano, Bahia Blanca, Argentina.

For the past few weeks a crew of 100 men has been employed by Consolidated Aircraft Corp. to build unique crates. On their strength depend the arrival in good condition at the Argentine Naval base of the six P2Y3 planes completed by Consolidated. The first three in this order leave tomorrow.

Here's how a huge airplane is shipped a long distance by water:

The craft is disassembled into three separate divisions. In one crate go the hull, propellors, engine mounts, beaching gear, struts and wires, and miscellaneous odds and ends that hold an airplane together.

In Crate No. 2 is placed the upper wing, including the pontoons. The center section, tail surfaces, and lower wing panels go into the third crate. Add two engine boxes and you have all the packages necessary to make an airplane fit for water shipment.

The hull box is secured on deck and boxes 2 and 3 and the motor crates go below.

As far as the steamship line is concerned, the boxes represent a more important item than the objects they contain. At least, they make up most of the tonnage.

Total weight of the three crates and two engine boxes per plane is 163,908 pounds. Of this, only about 54,000 pounds, or approximately one-third, consist of airplane parts and engines.

Shipping planes by water is an expensive proposition. Cost of constructing the crates for each plane alone is $5000.

But the Argentine government reasons that it can be reasonably sure of receiving its planes intact, whereas the hazards of a mass flight from here to South America are quite numerous.

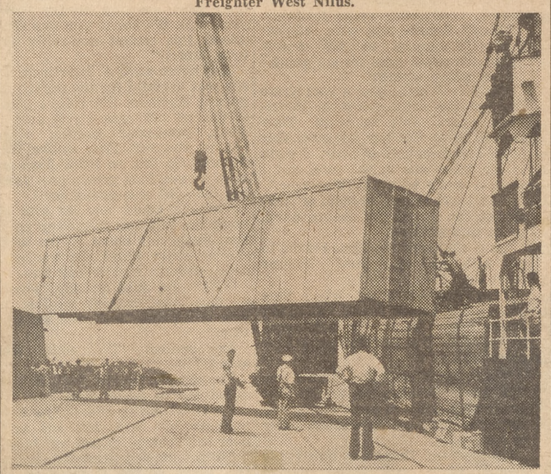
Delivery of the planes to Argentina will be one of the most delicate transportation jobs ever attempted by water, officials of the McCormick Steamship Line and the aircraft corporation agree.

Arrangements have been made for a second McCormick freighter, the West Ivis, to call next month for the remaining three bombers. Later in the fall, a complete PBY-1 bomber and spare parts for a second craft will be shipped still farther, from San Diego to Soviet Russia, completing the current orders of foreign business on Consolidated's books.

A LOAD OF RECORD VALUE

S.D. UNION 7/28/37

Part of the shipment of planes at Pier 1 yesterday for loading in the Freighter West Nilus.



Sixty feet long and weighing 12½ tons, this box is being lifted by the harbor department crane.

Capt. John Strom, veteran McCormick skipper, whose job is to get the planes to Argentina.

CARGO OF PLANES LEAVES PORT FOR ARGENTINE BASE

By JERRY MacMULLEN

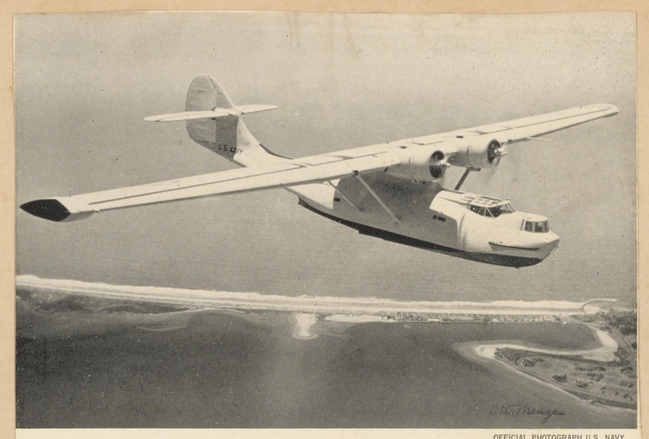
Eighty tons of cargo—and worth $400,000.

Such was the load which McCormick's freighter West Nilus lifted at Pier 1 yesterday, a shipment of patrol planes from the Consolidated Aircraft Corp. here, consigned to the Argentine navy. With her holds filled with California products and a high deckload of lumber from Pacific Northwest points, the West Nilus was drawing 27 feet of water when she came into port. The three big planes, taken down and packed into eight big boxes, were stowed on top of the lumber cargo, under the watchful eye of steamship and insurance officials. Largest of the boxes are 60 feet long and weigh 12½ tons each The crates are of unusually strong construction, topped with composition roofing, and fitted with their own individual slings of heavy wire cable.

The West Nilus, in addition to cargo, carries 12 passengers. Among those aboard yesterday were Capt. and Mrs. K. Anderson of the Salvation Army, newlyweds, who are on their way from San Francisco to Rio de Janeiro. The West Nilus will go from here directly to Puerto Belgrano, via the Straits of Magellan, and from there to Montevideo, Buenos Aires, Rio and Trinidad.

Here to confer with R. A. Wheeler, local McCormick agent, were Capt. Thomas White of the Board of Marine Underwriters of San Francisco; R. W. Bybee, McCormick's foreign freight agent at San Francisco; J. L. Hook, district manager of the line, and M. A. Richley, terminal agent at Wilmington.

Capt. John Strom, master of the West Nilus, formerly had the McCormick freighter Silverado, which brought thousands of tons of cement here in the pre-depression days.



OFFICIAL PHOTOGRAPH U.S. NAVY

Trim as a sea gull, this is one of 110 Consolidated twin-engined Patrol Boats being built for patrol duty for the U. S. Navy. The entire skin covering is aluminum, with the exception of the control surfaces. Capable of more than twenty-four hours continuous flight, these ships require no hangars, sheltered docks, nor launching equipment.

ALUMINUM NEWS LETTER JUL 4, 1937

NEWLYWEDS AND—

S. S. West Nilus Carries 'Em All

S.D. Sun 7/28/37 By HAROLD KEEN

"WHAT have we aboard?"

Capt. John Strom of the McCormick freighter West Nilus looked over his ship as she lay at Pier One yesterday.

"Well, now, we're right down to the plimsoll mark with 3,800,000 feet of lumber, 1000 tons of general merchandise, and by the time we get out of here tonight, we'll have 80 more tons of airplanes.

"Oh yes, we have some passengers too—there's a honeymooning couple among 'em."

A young man and woman stepped out on deck. "That's them," Capt. Strom nodded. "He's Capt. Kenneth Anderson—of the Salvation Army."

Bound For Brazil

Capt. Anderson and his bride were launching on an adventure to Brazil that will engage them for seven years. Mrs. Anderson also is a Salvation Army captain, whose departure from the Coast is depriving San Francisco of its "angel" of the Bowery, where for the past six months she had been conducting services nightly and all day Sunday for the toughest men in town.

When the West Nilus steamed out of San Diego last night, the Andersons had 35 days of uninterrupted sailing ahead of them—no ports until Puerto Belgrano, the Argentine Naval Base. And they will do some high-powered studying during that time, they said. Study of the Portuguese language, which they must master before the Salvation Army will send them to its outpost missions in the Brazil jungle country.

Then On To Rio

At Buenos Aires, "end of the line" for the West Nilus, the Andersons transfer to a vessel bound for Rio de Janeiro.

Throughout the day yesterday, the Harbor Department's big steam crane puffed at its job of lifting the huge crates into which had been carefully placed sections of P2Y3 airplanes manufactured by Consolidated Aircraft Corp. for the Argentine Navy. The work was complicated by the tall load of lumber already on deck, necessitating a great deal more lifting power than would normally be required, as the crates were placed directly on top of the timber.

"Long Way Around"

Capt. Strom will have to use all the seamanship at his command should his heavily loaded vessel strike rough weather on the long journey, waterfront observers agreed. The West Nilus will go the "long way" around, passing through the Magellan Straits to save the expense involved in transiting the Panama Canal.

There was no question over the destination of the plane parts. The address, one of the most elaborate ever seen on crates at the waterfront, read as follows:

"Republica Argentina, Ministerio de Marina, Commandancia de Aviacion, Puerto Belgrano, Bahia Blanca, Argentina, South America."

2980 AT WORK IN CONSAIR PLANT

S.D. Union 7/29/37

Officials of Consolidated Aircraft Corp. announced yesterday a total of 2980 employes is working at the municipal-airport plant.

Consolidated is completing 116 airboats for the navy, the last plane being scheduled for delivery prior to June 1, 1938. Officials say they hope before that time to obtain additional contracts.

Three planes for the Russian government of the PBY-1 type are completed, but owing to governmental restrictions cannot be shipped from San Diego to the Soviet union before Nov. 1.

Young Engineer Designs New Type Plane

Preparing to Fly Tailless Glider Soon

If Charles Lewis Freel doesn't turn the aviation world upside down with a revolutionary design some day, it won't be because he didn't start right. At 20, he's designed, built and is ready to fly a new-type tailless glider!

His home is in San Diego, Calif., in the heart of a section lush with aircraft factories, so Charles began building models when in the eighth grade, planning a future aeronautical career.

Starts With Models.

He forged ahead in his first year at San Diego High School. The school gives courses in airplane rigging and model building. Charles went in for these, was taught to pilot a glider by the school's aviation instructor, Letain T. Kitterege, ex-naval airman.

After graduation Charles got a job with Consolidated Aircraft Corporation, builder of the U. S. Navy's giant patrol planes. He now bears the hard-won title "Junior Engineer." But while still in school he had started his "flying wing" glider.

"It is a development of several models I constructed and experimented with," he writes from 2214 Julian avenue. "It is an all-wing glider with no projecting tail surfaces."

Two Sets of Ailerons.

Since the craft has no tail to hold the usual rudder and elevators, Charles put two sets of ailerons on each wing of the glider. These are outlined by black lines on the model he's holding in photo (right). The smaller, outer pair acts as rudders. The larger and smaller pairs work independently of each other. To swing the glider right, the right "rudder" is raised.

That may sound pretty ingenious, but you haven't heard anything yet. Naturally, dealing with something new, Charles ran across new problems. One was to make his trick control surfaces work in proper sequence. For instance, the larger ailerons have to act as elevators at the same time they're performing their usual duty of banking the ship.

To make this possible, the young engineer invented a devious mechanical "brain" which, through various gears, allows one movement of the control stick to operate several ailerons.

Year and Half to Build.

Before Charles left high school an actual size wood model of the glider, with its 52-foot wing span, had been constructed. Then work lagged as he set himself to making good at the plane factory.

"My engineering work at Consolidated has consumed practically all my time," he explains, "as I have to keep up with men 15 to 20 years my senior. Hence the work has been slowed up extremely during the last two years, although the actual time required to construct the major part of the wing was approximately one and one-half years."

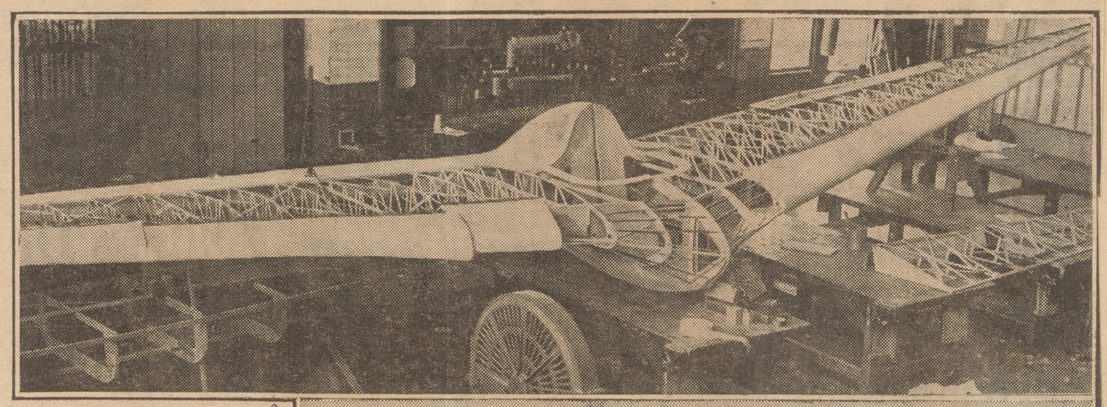
But it's just about finished now and shortly will be flight-tested by Mr. Kitterege. Charles sees no reason why it shouldn't work. His models have flown excellently and led him to expect a minimum flying speed of about 40 miles per hour.

School Plans Complete.

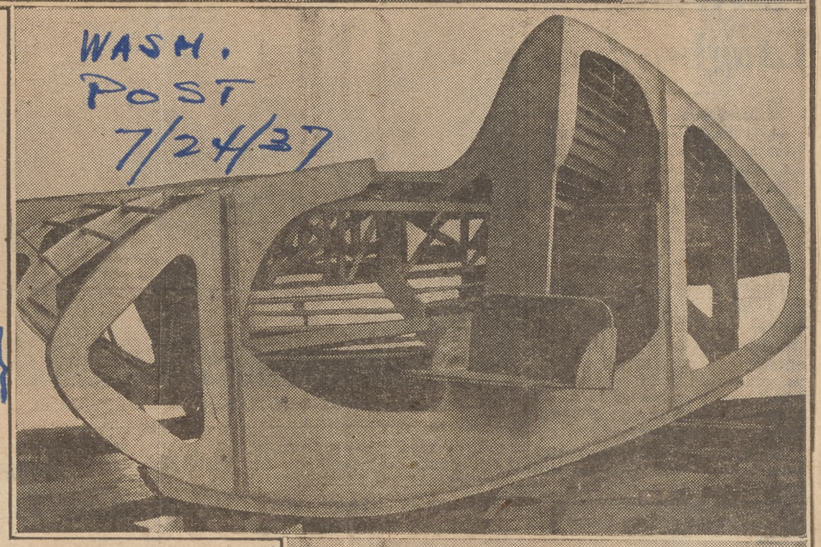
The plane pioneer confesses the flying wing has meant more to him than anything else he's ever tackled. But whether it works out as he planned or not, Charles is going on.

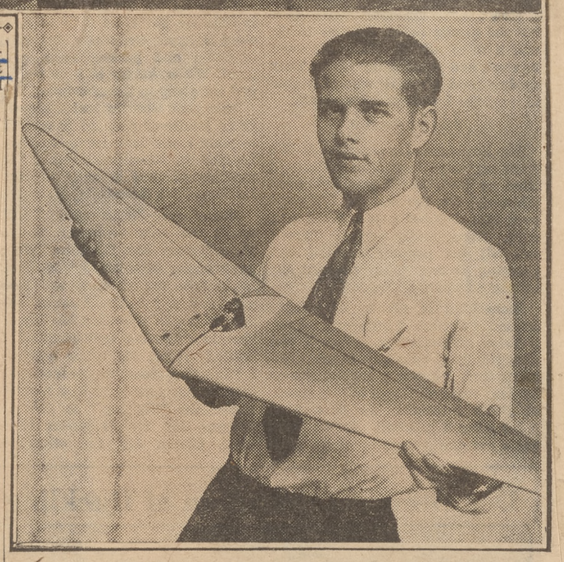
Already he's figured out a plan whereby Consolidated will send him to California Institute of Technology, one of the world's best training grounds for aeronautical engineers.

Photographs of 20-Year-Old's Revolutionary 'Flying Wing'



WASH. POST 7/24/37





The Tailless Glider under Construction in the Shop (Top Photo); A Cross Section of the Craft, and Then Charles Lewis Freel, the Builder with a Model Which Successfully Flew in Tests.

AERO DIGEST 8/37

Record Mass Flight

Routine transfer of 12 P & W-powered Consolidated twin-engined flying boats from San Diego to the Fleet Air Base, Coco Solo, Canal Zone, resulted in completion of the longest non-stop mass flight in naval history. Under command of Lieut. Robert W. Morse, Patrol Squadron 3 flew PBY-1's 3292 miles in 27 hrs. 58 min. to set the new record.

S. D. UNION 8/3/37

AVIATION WEEK OBSERVED LOCALLY

In commemoration of the recent New York to Bermuda Clipper ship flight, San Diego merchants and manufacturers are cooperating to make this an unofficial Aviation week. On display at Sears-Roebuck store is this midget ship, San Diego built, which will be entered in the Cleveland National Air races. Other merchants are cooperating with similar displays.

SOVIET FIRM BUYS PLANE FROM CONSAIR

S. D. Men To Teach Assembly Production In Moscow

One giant seaplane, a large quantity of spare parts, and 13 expert engineers and mechanics —all from San Diego's Consolidated Aircraft Corp.—will go into service in Soviet Russia.

Sale of the plane, similar to the giant patrol bombers being built for the U. S. Navy by Consolidated, was announced last night by David Fleet, son of Maj. Reuben Fleet, president of the concern.

He spoke at a meeting of Consolidated mechanics in El Cortez Hotel.

Near Azov Sea

The plane and spare parts will be shipped to an aircraft plant situated near the Azov Sea, in the southeastern part of the Soviet Union, according to Mr. Fleet.

The first group of mechanics and engineers will leave the United States for the U.S.S.R. within the next 60 days, Mr. Fleet said, and will reorganize the Soviet plant with a view to efficient production of the planes.

The huge craft, as well as plans for its construction, were sold by Consolidated to the Amtorg Trading Corp., a Soviet export concern operating in the United States.

The U. S. S. R. will use Consolidated's airboat for commercial purposes, Mr. Fleet said. No armaments will be built into the craft.

Act As Instructors

Russian aircraft workers will be taught production principles and methods of assembling the planes, after which it is expected the Soviets will start manufacture of the airboats themselves. Whether the Soviet built replicas of Consolidated's bomber would be put into military or commercial use is not known, according to Mr. Fleet.

Two Consolidated workers and one ex-employe already have been assigned to this foreign duty. They are Cass Gurney, general superintendent of Consolidated's sheet metal shop, who will have charge of mechanics; Etienne Dormoy, who will supervise engineer-

(Turn to Page 6-A, Col. 4)

AMTORG BUYS CONSAIR PLANE

(Continued from Page 1)

ing; and A. E. Petzon, now in Buffalo, N. Y., who will be placed in charge of tool designing.

The Soviet government will pay all living expenses of the 13 men. Consolidated will guarantee them at least one year's employment abroad, and salary paid them by the concern will be reimbursed by Soviet Russia, Mr. Fleet said.

The airboat, similar to the PBY-1 planes which made the successful trans-Pacific crossing from San Diego to Honolulu last month, is known as a "cargo mail flying boat." The Russians will use Wright engines instead of the Pratt & Whitney motors used now, according to Mr. Fleet.

S.D. Sun 7/19/37

Flying Fish Takes Shore Leave In S. D.; 'Didn't Use Own Power,' Experts Insist

He Made Forced Landing In Heart Of City; Scientists Scoff

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Schelling

SPORTSMAN PILOT
JULY 15, 1937

SPORTSMAN PILOT 7/15/37

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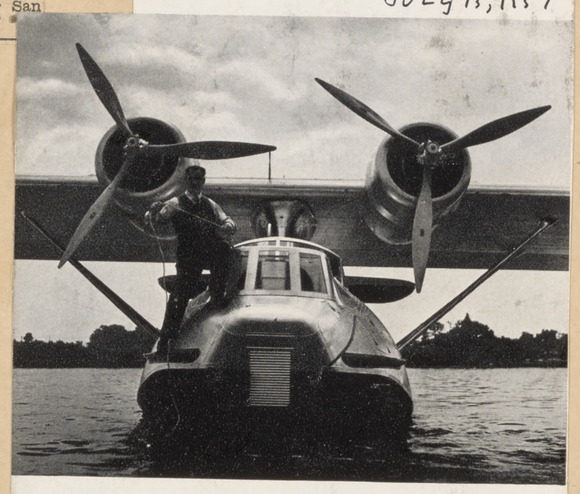

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JULY 15, 1937
SPORTSMAN PILOT

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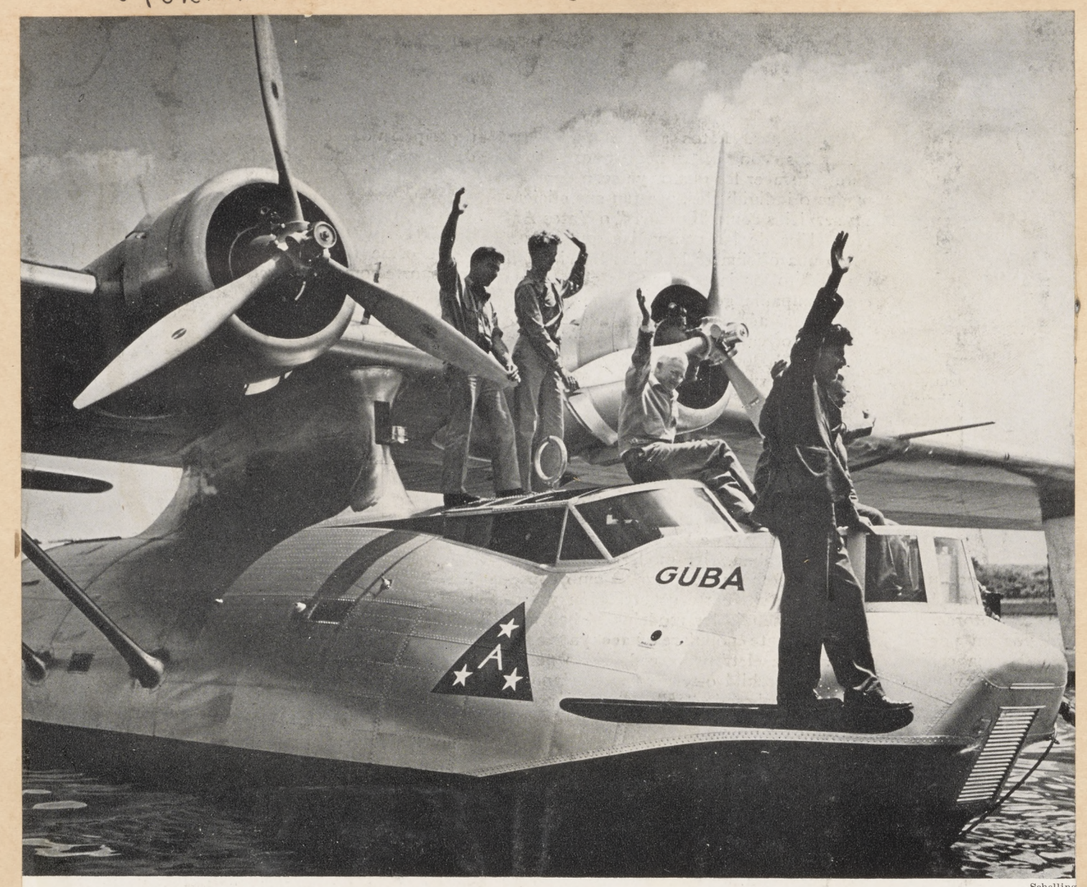
SPORTSMAN PILOT JULY 15, 1937



Richard Archbold and his Consolidated (Pratt & Whitney engines) flying yacht at North Beach

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FLYING BOAT TO LEAVE HERE ON NON-STOP FLIGHT TO N.Y.

June 23

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Richard Archbold, research associate of the American Museum of Natural History, announced plans for the flight less than 24 hours after 12 navy patrol planes of the same type as the museum's plane completed a record 3085-mile non-stop mass flight from San Diego to Coco Solo, C. Z. Twenty-four hours' flying time, plans to take the

$300 Reward Up

(Continued on Page 4, Col. 1)

Guard rifles and machine guns.

The guardsmen were ordered into the Mahoning valley by Gov. Martin L. Davey yesterday.

Camera Smashed

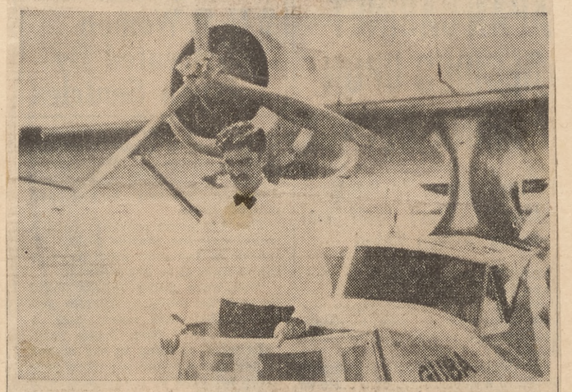
With rifles lowered, they came running toward a crowd of several hundred C. I. O. strikers who had surrounded a Chicago newspaper photographer, seized his camera and smashed it.

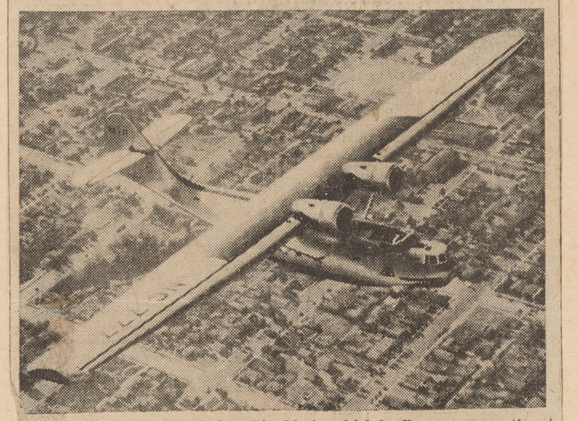
The crowd retreated, booing and shouting.

Coupled with the C. I. O.-announced general strike, a statement by John McKeown, C. I. O. organizer, that "a march by 50,000 union men from other cities might be called to protest alleged discrimina-

STAR(?)
Honolulu Paper, July 20, 1937

Flying 'Grocery Store' Is Coming Here In December





Mr. Archbold above, and below, his ship in which he flew across continent.

Late next December, if present plans materialize, a seven ton flying boat will sweep out of eastern skies, rest briefly at Pearl Harbor, and then disappear into the west to set several all time records for delivering groceries.

The plane will be the same in which Richard Archbold, 30 year old associate of the American Museum of Natural History, recently crossed the continent nonstop from the west coast in 17 hours and 31½ minutes. It was piloted by William B. (Bill) Wheatley, Consolidated test pilot, who in January flew to Pearl Harbor from San Diego with the first batch of new navy patrol airboats.

Mr. Archbold, according to Associated Press dispatches, is planning to use his big flying boat to parachute food supplies to an expedition in New Guinea.

He plans to fly the aerial grocery wagon across the Pacific, following the Pan American route from the coast to Honolulu, Midway, Wake and Guam.

Is Third Expedition

From Guam he will swing southward into New Guinea for his third expedition into the interior in search of rare birds, animals and plants.

This will be his second attempt at establishing communication with an exploration party by airplane from the seacoast. A similar attempt last year ended disastrously when his plane overturned in a 60 m.p.h. gale in Port Moresby, Papua harbor. Such a sudden gale locally is called a guba, and Mr. Archbold has chosen that as the name of his new plane.

Mr. Archbold's arrival in New Guinea will be preceded by a party of four scientists headed by Dr. Austin L. Rand of the museum. Dr. Rand and his associates will go to New Guinea next September by regular steamship routes.

Mr. Archbold's plane is a seven ton flying boat built by the Consolidated Aircraft Co. and is a sister ship of the new navy patrol airboats, the type having been released for export. It is powered by two Pratt and Whitney 1,000 horsepower motors and resembles the patrol planes recently flown from the coast to Hawaii by the navy.

Plane Specially Equipped

To enable Mr. Archbold to drop food and supplies by parachute a special system has been built into the craft. The plane is equipped with a two way radio telephone with a radius of more than 1,500 miles. This will be used for communication between the scientific party in the interior and the base on the coast.

The country in which the Archbold party will work is in the Fly river area, which is wild but well known. There are at least three amphibian planes based in the same area now. They belong to gold prospecting companies who aided Mr. Archbold when he met with misfortune last year.

Cost of the expedition will approximate $100,000.

Mr. Archbold will consider the venture profitable if he is able t capture a rare flying phalanger, a tiny gray brown animal three to four inches long, which has a long tail covered with substance like feathers.

Another curious mammal he hopes to snare is the black and white striped dactyl opsila which subsists on bugs and insects and has a long extended forefinger used to scoop food from beneath rocks and logs.

Mr. Archbold has tentatively set late September as date of his take-off from the west coast for Hawaii.

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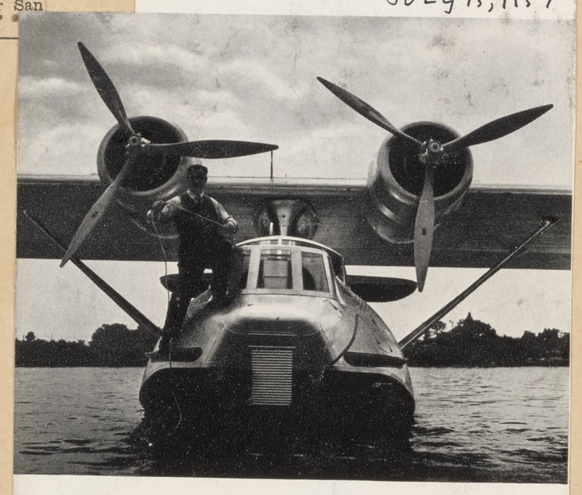

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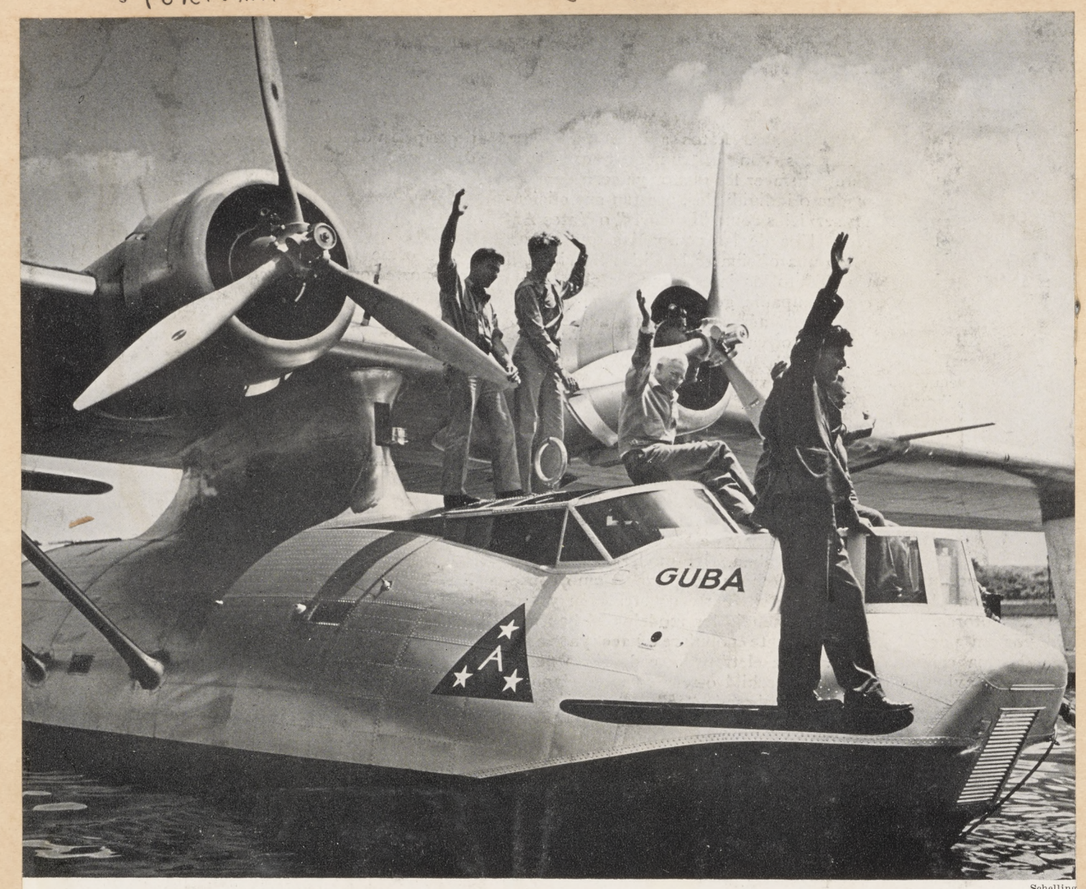

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Richard Archbold, research associate of the American Museum of Natural History, announced plans for the flight less than 24 hours after 12 navy patrol planes of the same type as the museum's plane completed a record 3085-mile nonstop mass flight from San Diego to Coco Solo, C. Z. Twenty-four navy planes of the PBY-1 type, built by the San Diego Consolidated Aircraft Corp. plant, earlier this year made two flights to Honolulu.

Boulder Flight Made

In the last week, the plane, the largest privately owned plane in the world, has flown successfully to Lake Meade, Boulder dam, and to Lake Tahoe for high altitude landing and take-off tests.

After government restrictions on the plane are lifted next winter, Archbold, who has more than 600 hours' flying time, plans to take the plane to New Guinea on an expedition for the museum.

With Archbold in the plane on the transcontinental flight will be Russell Rogers, pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U. S. N., ret.; Harold Ramm, radio operator, and probably William Wheatley, Consolidated's chief test pilot.

Archbold plans to fly the plane from New York to Schuyler lake, near Cooperstown, N. Y., the home of his mother, Mrs. John F. Archbold. He will return west next month, flying to Yellowstone park for high altitude landing and take-off tests on lakes in Wyoming, including Yellowstone lake at an altitude of 7500 feet.

Few Landing Places

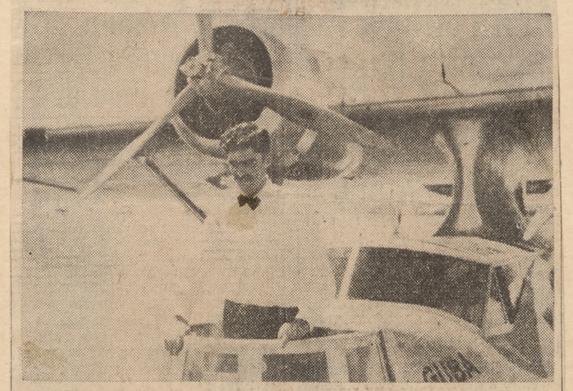
On his eastward flight Archbold will cross the Salton sea in Imperial valley; Roosevelt reservoir in Arizona, and the Mississippi river, the only bodies of water large enough for the plane to land.

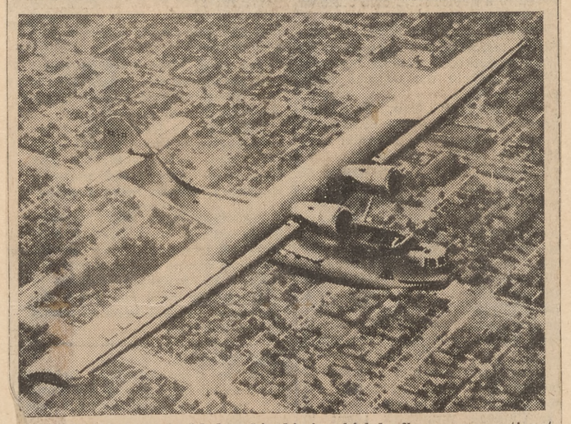
The most modern radio equipment will be used on the plane. Communication between the plane and Archbold's privately constructed 500-watt radio telephone and telegraph station at La Mesa will be maintained on the flight.

Two barographs to observe the take-off and timing of the flight will be sealed and placed in the plane by a committee appointed by the National Aeronautics association. The committee is composed of William Van Dusen, chairman, T. Claude Ryan and Jackson L. Hicklin.

STAR(?)
Honolulu Paper, July 20, 1937

Flying 'Grocery Store' Is Coming Here In December





.r. Archbold above, and below, his ship in which he flew across continent.

Late next December, if present plans materialize, a seven ton flying boat will sweep out of eastern skies, rest briefly at Pearl Harbor, and then disappear into the west to set several all time records for delivering groceries.

The plane will be the same in which Richard Archbold, 30 year old associate of the American Museum of Natural History, recently crossed the continent nonstop from the west coast in 17 hours and 3½ minutes. It was piloted by William B. (Bill) Wheatley, Consolidated test pilot, who in January flew to Pearl Harbor from San Diego with the first batch of new navy patrol airboats.

Mr. Archbold, according to Associated Press dispatches, is planning to use his big flying boat to parachute food supplies to an expedition in New Guinea.

He plans to fly the aerial grocery wagon across the Pacific, following the Pan American route from the coast to Honolulu, Midway, Wake and Guam.

Is Third Expedition

From Guam he will swing southward into New Guinea for his third expedition into the interior in search of rare birds, animals and plants.

This will be his second attempt at establishing communication with an exploration party by airplane from the seacoast. A similar attempt last year ended disastrously when his plane overturned in a 60 m.p.h. gale in Port Moresby, Papua harbor. Such a sudden gale locally is called a guba, and Mr. Archbold has chosen that as the name of his new plane.

Mr. Archbold's arrival in New Guinea will be preceded by a party of four scientists headed by Dr. Austin L. Rand of the museum. Dr. Rand and his associates will go to New Guinea next September by regular steamship routes.

Mr. Archbold's plane is a seven ton flying boat built by the Consolidated Aircraft Co. and is a sister ship of the new navy patrol airboats, the type having been released for export. It is powered by two Pratt and Whitney 1,000 horsepower motors and resembles the patrol planes recently flown from the coast to Hawaii by the navy.

Plane Specially Equipped

To enable Mr. Archbold to drop food and supplies by parachute a special system has been built into the craft. The plane is equipped with a two way radio telephone with a radius of more than 1,500 miles. This will be used for communication between the scientific party in the interior and the base on the coast.

The country in which the Archbold party will work is in the Fly river area, which is wild but well known. There are at least three amphibian planes based in the same area now. They belong to gold prospecting companies who aided Mr. Archbold when he met with misfortune last year.

Cost of the expedition will approximate $100,000.

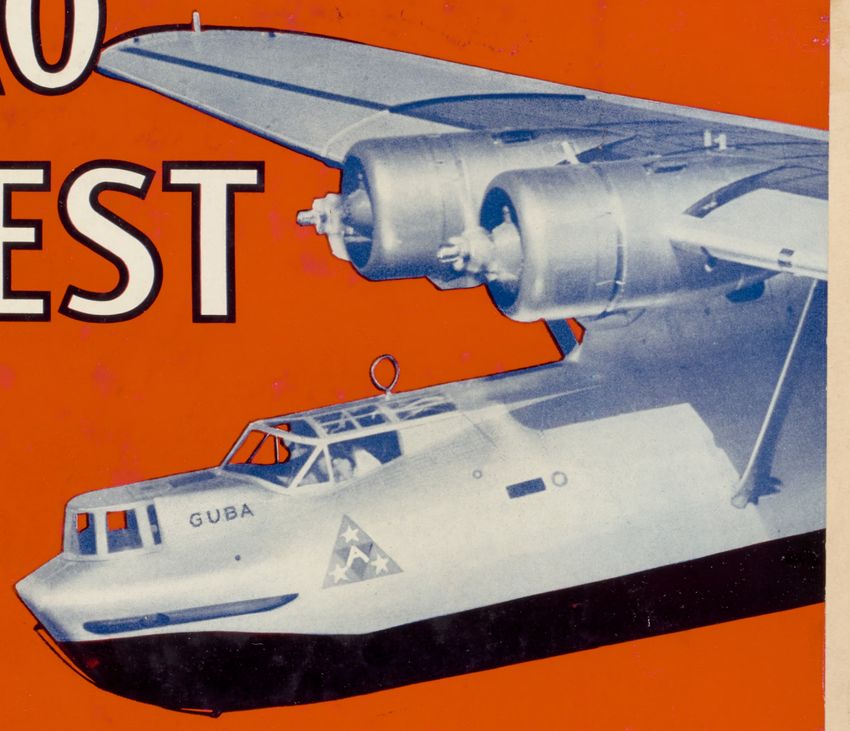
Mr. Archbold will consider the venture profitable if he is able to capture a rare flying phalanger, a tiny gray brown animal three to four inches long, which has a long tail covered with substance like feathers.

Another curious mammal he hopes to snare is the black and white striped dactyl opsila which subsists on bugs and insects and has a long extended forefinger used to scoop food from beneath rocks and logs.

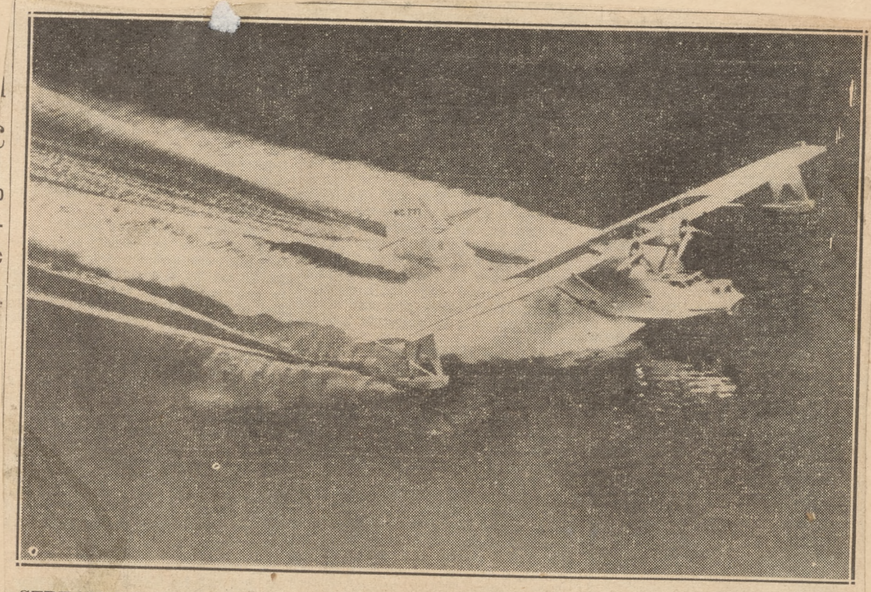
Mr. Archbold has tentatively set late September as date of his take-off from the west coast for Hawaii.

AERO DIGEST

August 1937
★ 35 Cents



Richard Archbold's Consolidated Flying Boat powered with two 1000 hp P & W Twin Wasps, first commercial version of the U. S. Navy's PBY-1 Long-Range Patrol Bomber shown below it



STREAMING WHITE BREAKERS—Richar d Archbold, sportsman pilot, sets his $125,000 flying boat down at North Beach Airport, New York City, at the end of a non-stop transcontinental flight from San Diego, Calif. It was the first such flight attempted by a seaplane. Archbold completed the hop in 17 hours, 3 minutes, 30 seconds. News-Acme.

SLID[illegible]G DOWN RAMP JUST BEFORE TAKE-OFF

Sliding down the ramp and
continental hop of a seapla
terday. The big plane, whic

miles an hour.
8 p. m.—Reported over St. Thomas, A-H-2, "all well."
9 p. m.—Ship's radio operator attempting to raise El Paso radio stations, no contact made from San Diego.
10:30 p. m.—Reported near Carlsbad, N. M., "everything working O. K."
11 p. m.—Reported over Lubbock, Tex.

American Museum of Natural History, who has announced plans for an exploration trip to New Guinea next winter.

Objective of the long eastward flight will be assault on several aviation records. It is the first non-stop transcontinental flight ever attempted by a large airboat. Also sought is the record for transcontinental speed for an airship of its weight, 27,000 pounds.

Take-off of the ship was observed officially for the National Aeronautics association by William Van Dusen, timer, and T. Claude Ryan and Ray Booth, observers. Sealed barographs were placed aboard the plane just before it took off to record the flight for association records.

Weather Ideal

"I'm going to have an early lunch in New York," commented Archbold just before the take-off. He estimated the time required for the flight at from 17 to 18 hours and said he would land at North Beach airport in New York.

"We expect no storm trouble as reports show that we are following a weather condition that should give us beneficial tail winds. Our take-off originally was scheduled for Monday, but anticipated storm

(Continued on Page 2, Col. 3)

$165,000 CENTER FUND INCLUDED IN CITY ORDINANCE

Providing for possible expenditure of $165,000 on the Civic Center completion job during the year, the 1937-38 city appropriation ordinance was drafted yesterday and is scheduled for filing with the city clerk in time for the opening of public hearings scheduled before the council Monday afternoon at 2.

The ordinance as drafted would require a tax levy of $2,747,251.14 which would necessitate an estimated tax rate of $2.15 on each $100 assessed valuation. The 1936-37 tax requirement was $2,679,407.14 and the rate was $2.10.

Tucked away in the unappropriated balance section of the ordinance is $115,000 earmarked for general appropriations. In the Civic Center completion. In the item for completion of the police headquarters project, which has not reached the construction stage as yet. It is reported from reliable sources that the $50,000 could be made available for the Civic Center

(Continued on Page 2, Col. 4)

Hevering, after submitting the exhibits, slowly read them while

(Continued on Page 2, Col. 8)

tee; Andrew W. Mellon, former secretary of the treasury; Pierre DuPont and six other members of the DuPont family were listed.

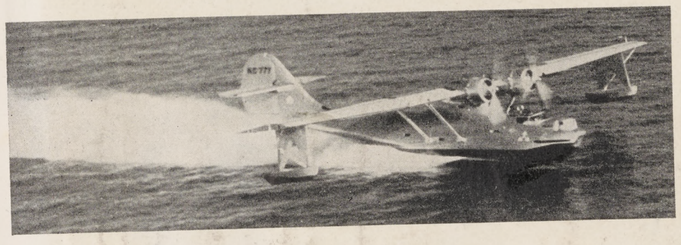
President Roosevelt's message to congress urging that tax loopholes be closed precipitated the congressional inquiry into alleged evasion and avoidance.

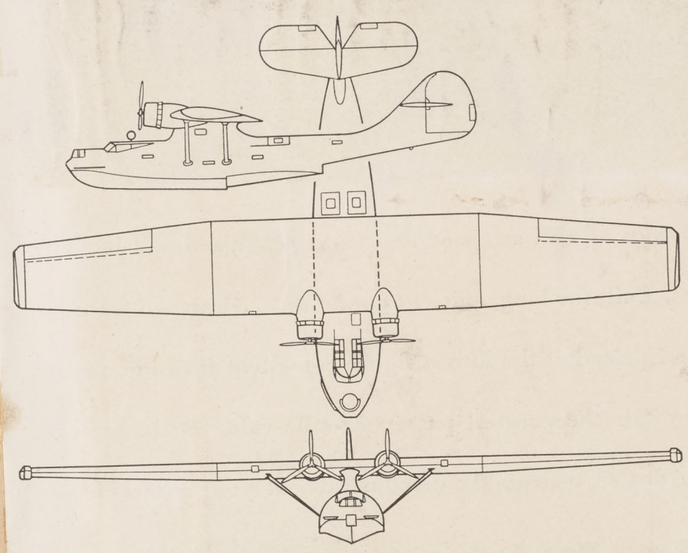
Consolidated Long-Range Commercial Flying Boat

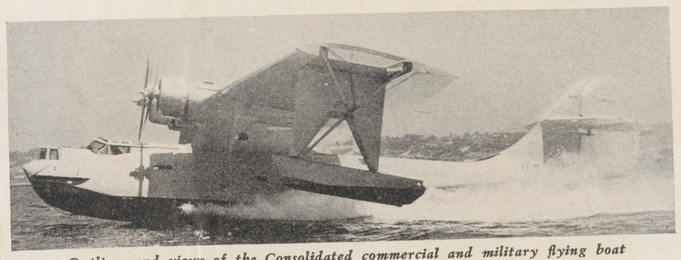
AERO DIGEST AUGUST '37

● Initial commercial conversion of the Consolidated PBY-1 flying boat was delivered to Richard Archbold, research associate of the American Museum of Natural History. On June 25, Archbold and a crew of 5 flew this largest privately-owned airplane non-stop from the factory in San Diego to North Beach Municipal Airport, New York, in 17 hours 2 minutes, marking the first time that the U. S. was spanned by a craft of this type. Archbold plans to fly his plane to Dutch New Guinea late this year, following Pan American Airways' route from Alameda to Hawaii, Midway, Wake and Guam, thence to New Guinea where he will conduct a one-year scientific expedition for the museum.

The flying boat, christened the *Guba* ("Sudden Squall"), is basically similar to the patrol boats Consolidated Aircraft Corp. has been manufacturing for the U. S. Navy. More than 175 of these patrol-bombers have been ordered for the Navy and several squadrons, in planes of this type, have distinguished themselves in a series of long flights across the Pacific Ocean and more recently by a 3087-mile non-stop trip from San Diego to Coco Solo, Canal Zone.







Outlines and views of the Consolidated commercial and military flying boat

The PBY-1, a twin-engined all-metal semi-cantilever monoplane designed for military use as a long-range patrol bomber and for commercial use as a long-range transport or cargo plane, is powered either by Wright Cyclone or Pratt & Whitney Twin Wasp engines, Archbold's plane having the 1000 hp version of the latter, with Hamilton Standard constant speed propellers.

Structure, including hull, auxiliary floats, wings and tail surfaces, is riveted aluminum alloy monocoque type construction, made up of sheet and extruded Z and angle stiffeners. All aluminum alloy parts are protected from corrosion by anodic treatment immediately prior to the application of the priming coat.

A system of walkways permits access through and on top of the hull and on the wing surfaces, to the fuel tank filler units, the engine nacelles, wing tip floats, tail surface hinges and entrance hatches.

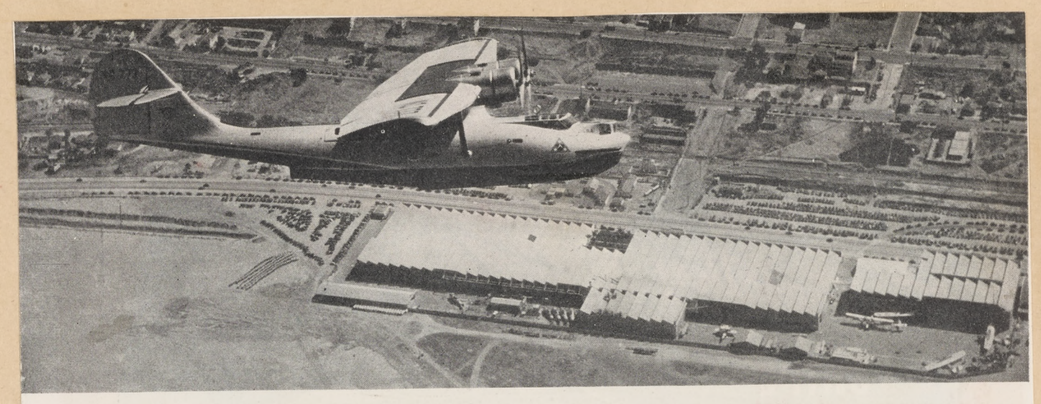
For military use, the two-step hull is arranged with the usual equipment in patrol bomber type airplanes. As a commercial airplane, cargo and passenger compartments are arranged with proper respect for cg location. With either arrangement an enclosed compartment with [illegible] seats for pilot and co-pilot, and an engineer's station in the hull superstructure, with instruments and controls for proper engine functioning, are provided.

Wing consists of two outer panels and a center section, the engines and nacelles being carried on the latter in which an integral fuel tank is built. The wing is attached by a streamlined superstructure, rising from the center of the hull and braced by 4 streamlined struts to the hull. Bolts for wing attachment are accessible through doors at the top of the hull turret. Auxiliary floats, forming the tips of the outer wing panels, are retractable, their struts folding inside the wing and their bracing structure being recessed flush with the lower surface of the wing.

Wing structure is of the beam bulkhead and stressed skin type, the skin being reinforced with Z section extruded stiffeners. The after portion of the wing is of aluminum alloy rib type construction, fabric-covered. Ailerons are aerodynamically and statically balanced, of aluminum alloy with fabric covering and have an adjustable camber device on their upper surfaces to correct for wing heaviness.

Wing tip floats may be retracted and extended by means of an electrically- or

(*Continued from page* 38)



The "Guba" in flight above the Consolidated factory in which it was built

AERO DIGEST AUG. '37

(*Continued from page* 36)

mechanically-operated screw mechanism. The float supporting structure is so arranged as to recess flush with the bottom of the wing when floats are completely retracted. Automatic locks and warning lights for the electrical mechanism make the system simple to operate. Wing tip floats of this type offer a variety of features. Because they are near the wing tip, they are small, thus light in weight. In the retracted position, they have less drag and decrease wing tip losses, thereby increasing speed and lift. In maneuvering in restricted waterways, they may be raised to clear obstacles. Their use also allows greater access for bringing boats alongside the hull.

Vertical and horizontal fixed tail surfaces are full cantilever monoplane structures, attaching to a fin structure built integral with the hull. Stabilizer and upper section of the fin are covered with smooth aluminum alloy sheet, reinforced with extruded sections; elevators and rudder are aluminum alloy structures, fabric-covered. The stabilizer is fixed, longitudinal trim being obtained by tabs on the elevator trailing edge, controlled from the cockpit. A pilot-controlled tab is also provided on the trailing edge of the rudder. Two retractable tubular steel steps set in the fin provide means for reaching the stabilizer and rudder for inspection or necessary repairs.

Hull structure, including bulkhead, framing stringers and skin, is of aluminum alloy construction. The underside has a pronounced concave section forward of the steps. It is divided into compartments separated by solid web-type bulkheads, to which water-tight doors are attached to close the passageway and prevent flooding in an emergency. A retractable snub post socket is set in the hull at the bow. Hatches are provided in the bow compartment for handling anchor gear and a rubber-protected mooring cable, in the pilot's compartment for entrance and exit, and in the aft part of both sides of the hull for entrance and exit of passengers, cargo or military equipment, as required. A trap door about 4 ft. aft of the rear step and well above the water line permits the use of an outboard motor for navigation on narrow waterways, etc. At the nose of the hull is an observation hatch forward, and above it a drum-shaped observation turret. Behind it is the pilots' compartment, aft of which is the navigation compartment (on the port side) and the radio equipment (starboard side).

The next two compartments have sleeping bunks and equipment on either side of the central aisle. Above the forward of these compartments is space for the flight engineer whose bucket seat is set above the aisle. He has a complete set of engine instruments and windows at either side of his station. Rearward in the hull is a large compartment for stowage of supplies and equipment including a folding plywood row-boat; in this compartment is the toilet. A light portable dural scaling ladder may be hooked on either side of the hull to permit entrance to the rear hatches. Another ladder is provided on the inside of the hull. Walkways inside the hull are of corrugated dural. Small ventilating hatches are along the top of the hull. All windows are Libbey-Owens-Ford *Safety Glass*.

Elevators and ailerons are controlled by a single yoke, mounting two control wheels, one for each pilot. Rudder control is by a non-adjustable dual pedal arrangement, with the range of adjustment of the pilot's seat being sufficient to accommodate the pilot's feet to the pedals. A cable type system is used for elevators and rudders, and a rod-cable type control for ailerons to provide positive independent control for each unit in both directions. Cables are run on the underside of the top of the hull, exposed to allow easy inspection.

Instruments in the pilots' compartment include 2 airspeed, turn and bank and rate-of-climb indicators, altimeters, compasses, tachometers and manifold pressure gauges, and 1 clock. The engineer's station is provided with 2 engine gauge units (oil temperature, oil and fuel pressure), carburetor air temperature indicators, tachometers, and fuel flowmeters, and 1 thermocouple, lateral inclinometer, exhaust gas analyzer and a set of fuel quantity gauges. An airspeed indicator, clock and altimeter are provided for the radio-navigator.

The electrical system includes navigation lights, switch for which is accessible from the exterior of the hull, interior hull lighting, landing lights, a signal system and other devices necessary in a craft of this size and type. Power is supplied by 2 batteries and by 2 engine-driven generators.

Engines are mounted on a welded chrome molybdenum steel tubing structure and the arrangement of the engine ring and nacelle cowling facilitates access to the engine and accessory compartments for inspection and adjustment.

A readily-detachable beaching gear is provided for handling the airplane in and out of the water and to facilitate movement ashore. Each forward truck of the gear is of the 2-wheel swivel type, capable of being steered and of being locked in 3 positions. The tail wheel, carried on a tripod set just ahead of the rear mooring ring, is of the 2-wheel free swiveling type steered by a detachable arm.

For use on Archbold's record-making transcontinental flight, and throughout his projected expedition, a Bendix radio and interior communication system is installed. The installation consists of a main transmitter, auxiliary transmitter, 2 complete receivers, a direction finder, and an intercommunication system which extends throughout the ship and also permits both pilots to use the radio facilities directly when necessary. Tests made during recent flights from San Diego to Lake Mead and Lake Tahoe gave reliable radio telephone communication in excess of 500

(*Continued on page* 83)

Archbold, 1st to Land on Mead Lake, Returns to S. D.; Plans Explorations

S.D. UNION 6/19/37

Lifting easily over the coast range of mountains to settle gently on Lake Mead, Richard Archbold's exploration air cruiser, product of Consolidated Aircraft Corp., here, yesterday became the first flying boat to land on the lake created by Boulder dam.

The "first" established by Archbold in the big ship, is one of many it expected to accomplish. It was designed to penetrate the interior of New Guinea as the "eyes" of a scientific expedition planned by Archbold who is a research associate of the American Museum of Natural History.

Taking off from here early yesterday, the big ship was accompanied by a smaller Fleetster in which Frank Learman jr., assistant to the manager of the aircraft company, test pilots and a newsreel cameraman flew. The big air boat, wingspread 104 feet, was photographed against snow capped mountains, with Boulder dam and with Lake Mead in the background.

It was landed on the man-made lake at 10:42 a. m. Members of its crew, including Archbold and William Wheatley, Consolidated chief test pilot, and the men aboard the Fleetster went to lunch in Boulder City.

The return flight started in the afternoon, with the newsreel cameraman shifting to the big ship. The planes landed here in the afternoon between 4:30 and 5.

Archbold is expected to fly the big ship to the east next week. Two routes are under consideration for the flight, one a non-stop cross country flight from San Diego to New York and the other over the gulf to Pensacola, Fla., and thence along the east coast.

If Archbold attempts the cross country flight, it will be one of the first times that a big airship, equipped to land on water only, has made such a trip. Archbold, 29, is internationally known as an explorer. He will leave from San Francisco some time this winter on the projected exploration flight, proceeding via Hawaii, Midway and Wake islands and Guam, then to New Guinea.

CONSOLIDATED

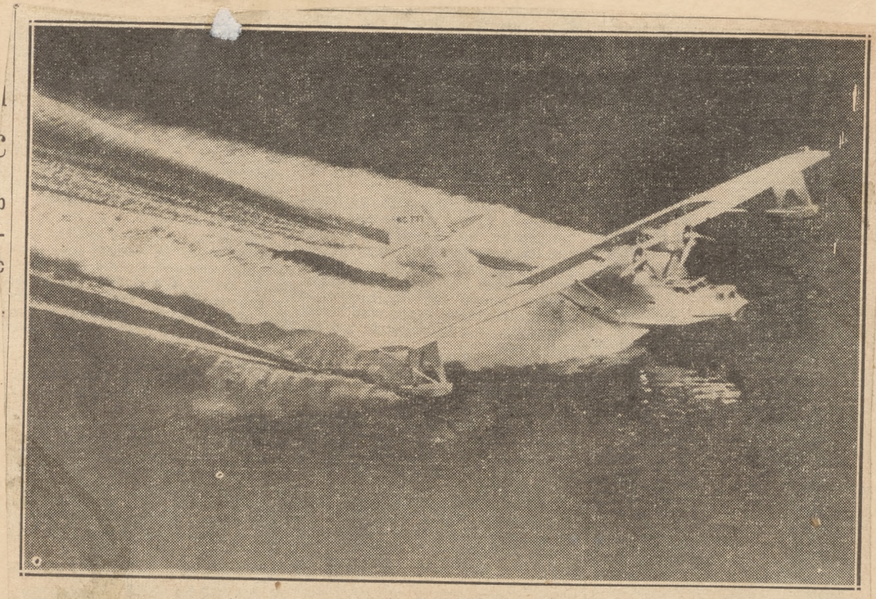
(*Continued from page* 38)

miles with the main transmitter, while over distances of up to 150 miles the auxiliary transmitter provided equally reliable communication.

The radio direction finding equipment is similar to that designed and manufactured by Bendix for the Consolidated airplanes purchased by the Navy, and recently adopted by various airlines for direction finding and the elimination of "rain static." Power for the radio when the ship is not in flight is supplied by a small auxiliary air-cooled engine set in the wing turret behind the flight engineer's compartment.

Archbold's plane has a span of 104 ft., an overall length of 62 ft. 6.5 in., and an overall height of 18 ft. 5.87 in. Cruising speed is 145 mph and range approximately 4000 miles, but the Navy Department does not permit publication of weight data and other performance figures of the PBY-1 airplanes.

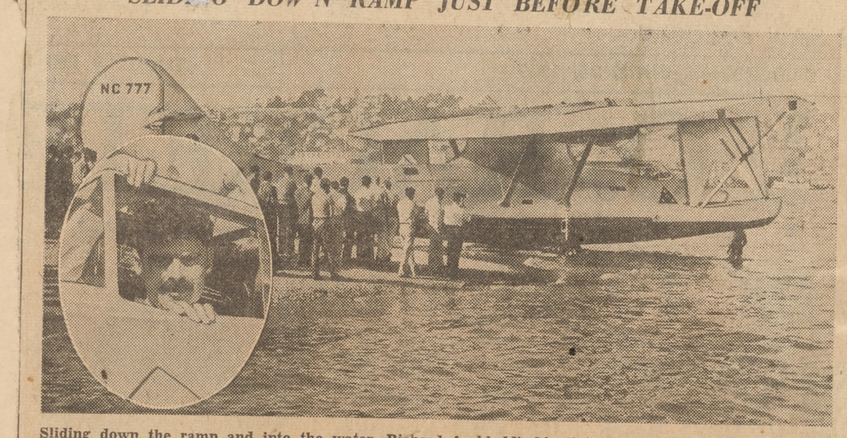
Richard Archbold's Consolidated Flying Boat powered with two 1000 hp P & W Twin Wasps, first commercial version of the U. S. Navy's PBY-1 Long-Range Patrol Bomber shown below it



News-Acme.

STREAMING WHITE BREAKERS—Richard Archbold, sportsman pilot, sets his $125,000 flying boat down at North Beach Airport, New York City, at the end of a non-stop transcontinental flight from San Diego, Calif. It was the first such flight attempted by a seaplane. Archbold completed the hop in 17 hours, 3 minutes, 30 seconds.

SLIDING DOWN RAMP JUST BEFORE TAKE-OFF



Sliding down the ramp and into the water, Richard Archbold's big flying ship, now on the first transcontinental hop of a seaplane, is shown above just a few minutes before the take-off from here yesterday. The big plane, which is to be used in scientific exploration, was built at Consolidated Aircraft Corp. plant here.

NEAR HALF-WAY MARK, REPORT OF S. D. FLYING BOAT

(Continued from Page 1)

conditions led to the decision to leave today while air routes are ideal."

Members of the crew of the big ship include Archbold, who will be at the controls for a part of the trip; Russell Rogers, pilot; William Wheatley, Consolidated chief test pilot; Gerald Brown, engineer; Lt. Comdr. L. R. Gray, U. S. N., ret., navigator; and Harold Ramm, radio operator.

Will Follow Beacons

The proposed route of the flight leads eastward from here to Amarillo, northeast to Cincinnati, Pittsburgh and Scranton and thence to New York. He said he planned to follow T.W.A. beacons from Winslow, Ariz., in the night.

Identical with PBY boats built for long-range patrol work of the navy, Archbold's big ship has a wingspread of 104 feet. It is powered with two 850-horsepower engines. Archbold recently made two other test flights to western lakes.

Known by Consolidated aircraft workers for his sharp wit and modesty, Archbold came here several months ago to supervise the construction of the ship. He remained constantly by as the work progressed. The flight that began yesterday is one of the last important tests the big ship will be put to.

Only comparable flight, aviation authorities said, was that of Col. Francesco de Pinedo, Italian four-continent flier, in 1927. De Pinedo flew across the southern part of the United States in a series of hops in the Santa Maria, a seaplane, but did not finish the transcontinental flight.

Confers By Phone

Archbold's plane was rolled from the hangar soon after 3 yesterday afternoon. Archbold made last-minute arrangements in New York by telephone and accompanied by aviation enthusiasts and company officials, walked to the new seaplane ramp near the coast guard air base.

After a delay of almost an hour, the big ship took to the water, taxied westward. The pilot "gunned the motor" for the take-off, but had to abandon the first attempt to get into the air when a small boat got in the way. Turning around, the pilot took the ship back to the same starting point, took it into the air after a short run and headed over Pt. Loma, scene of the start of many historic flights.

The big ship circled over the top of the point and flew back over North Island and the city, then disappeared eastward, its silver wings glistening in the late afternoon sun.

At Archbold's home in La Mesa, friends and members of his family were gathered throughout the night listening to reports of the ship's position by radio.

$165,000 CENTER FUND INCLUDED IN CITY ORDINANCE

(Continued from Page 1)

job if required, bringing the total for that purpose to $165,000. The entire municipal cost of completion is estimated at about $243,000, but it is planned to raise the remainder of the cost in the 1938-39 fiscal year.

The appropriation ordinance carries an aggregate of $5,154,571.14 for 1937-38 expenditures. Revenues outside general taxation bring the amount required from a general levy to $2,747,251.14.

Manager Flack's original estimates filed May 1 called for an aggregate expenditure by all city agencies of $5,218,595.14. The revised estimates show a smaller total expenditure because approximately $160,000 of police expense was lifted out of the budget total and is to be defrayed from proceeds of the tax collected by the state motor vehicle department in lieu of city personal property taxes on automobiles. This tax money is available for highway protection expense only.

The money will be used to support police traffic efforts.

The appropriation ordinance shows that the carryover from departmental savings will be $26,000 greater than was estimated May 1.

The Civic Center allotments were placed in the unappropriated balance account because of a possibility that federal aid may be obtained for completion of the structure. In such an event they can be withdrawn for use as a sponsor's contribution to a federal project.

'CRIME TOURIST' DEATH DECREED

LONOKE, Ark., June 24 (A.P.)—A circuit court jury convicted Lester Brockelhurst, 23, "crime tourist," of first degree murder and fixed his punishment at death in the electric chair today for the May 6 hitch-hike slaying of Victor A. Gaines. Brockelhurst collapsed moaning. His mother, Mrs. L. W. Brockelhurst sr., gathered him into her arms, screaming: "Oh my boy, my boy."

Consolidated Long-Range Commercial Flying Boat

AERO DIGEST AUGUST '37

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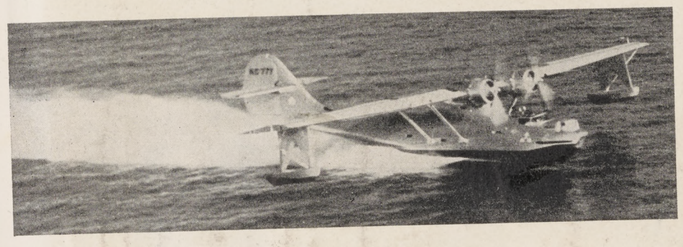
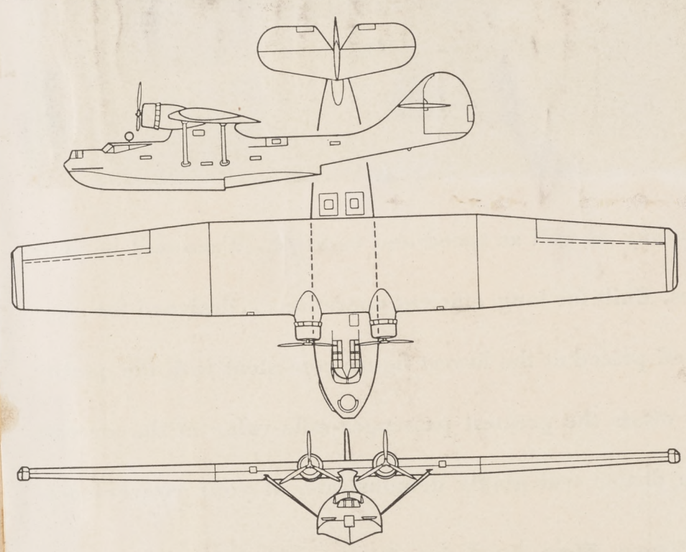
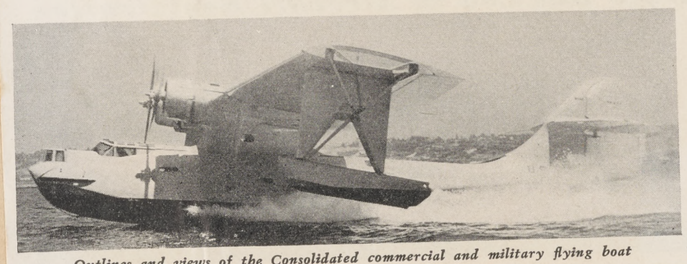






Outlines and views of the Consolidated commercial and military flying boat

The PBY-1, a twin-engined all-metal semi-cantilever monoplane designed for military use as a long-range patrol bomber and for commercial use as a long-range transport or cargo plane, is powered either by Wright Cyclone or Pratt & Whitney Twin Wasp engines, Archbold's plane having the 1000 hp version of the latter, with Hamilton Standard constant speed propellers.

Structure, including hull, auxiliary floats, wings and tail surfaces, is riveted aluminum alloy monocoque type construction, made up of sheet and extruded Z and angle stiffeners. All aluminum alloy parts are protected from corrosion by anodic treatment immediately prior to the application of the priming coat.

A system of walkways permits access through and on top of the hull and on the wing surfaces, to the fuel tank filler units, the engine nacelles, wing tip floats, tail surface hinges and entrance hatches.

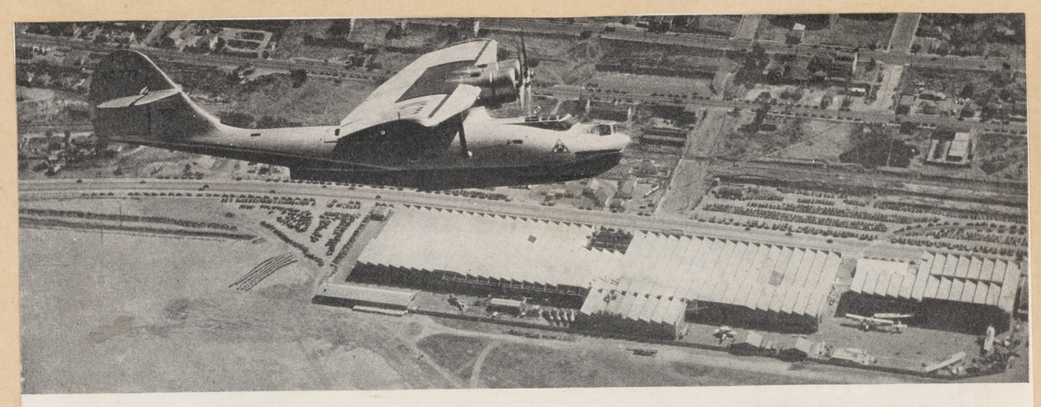
For military use, the two-step hull is arranged with the usual equipment in patrol bomber type airplanes. As a commercial airplane, cargo and passenger compartments are arranged with proper respect for cg location. With either arrangement, an enclosed compartment with [illegible] seats for pilot and co-pilot, and an engineer's station in the hull superstructure, with instruments and controls for proper engine functioning, are provided.

Wing consists of two outer panels and a center section, the engines and nacelles being carried on the latter in which an integral fuel tank is built. The wing is attached by a streamlined superstructure, rising from the center of the hull and braced by 4 streamlined struts to the hull. Bolts for wing attachment are accessible through doors at the top of the hull turret. Auxiliary floats, forming the tips of the outer wing panels, are retractable, their struts folding inside the wing and their bracing structure being recessed flush with the lower surface of the wing.

Wing structure is of the beam bulkhead and stressed skin type, the skin being reinforced with Z section extruded stiffeners. The after portion of the wing is of aluminum alloy rib type construction, fabric-covered. Ailerons are aerodynamically and statically balanced, of aluminum alloy with fabric covering and have an adjustable camber device on their upper surfaces to correct for wing heaviness.

Wing tip floats may be retracted and extended by means of an electrically- or

(*Continued on page* 38)



The "Guba" in flight above the Consolidated factory in which it was built

(*Continued from page* 36)

mechanically-operated screw mechanism. The float supporting structure is so arranged as to recess flush with the bottom of the wing when floats are completely retracted. Automatic locks and warning lights for the electrical mechanism make the system simple to operate. Wing tip floats of this type offer a variety of features. Because they are near the wing tip, they are small, thus light in weight. In the retracted position, they have less drag and decrease wing tip losses, thereby increasing speed and lift. In maneuvering in restricted waterways, they may be raised to clear obstacles. Their use also allows greater access for bringing boats alongside the hull.

Vertical and horizontal fixed tail surfaces are full cantilever monoplane structures, attaching to a fin structure built integral with the hull. Stabilizer and upper section of the fin are covered with smooth aluminum alloy sheet, reinforced with extruded sections; elevators and rudder are aluminum alloy structures, fabric-covered. The stabilizer is fixed, longitudinal trim being obtained by tabs on the elevator trailing edge, controlled from the cockpit. A pilot-controlled tab is also provided on the trailing edge of the rudder. Two retractable tubular steel steps set in the fin provide means for reaching the stabilizer and rudder for inspection or necessary repairs.

Hull structure, including bulkhead, framing stringers and skin, is of aluminum alloy construction. The underside has a pronounced concave section forward of the steps. It is divided into compartments separated by solid web-type bulkheads, to which water-tight doors are attached to close the passageway and prevent flooding in an emergency. A retractable snub post socket is set in the hull at the bow. Hatches are provided in the bow compartment for handling anchor gear and a rubber-protected mooring cable, in the pilot's compartment for entrance and exit, and in the aft part of both sides of the hull for entrance and exit of passengers, cargo or military equipment, as required. A trap door about 4 ft. aft of the rear step and well above the water line permits the use of an outboard motor for navigation on narrow waterways, etc. At the nose of the hull is an observation hatch forward, and above it a drum-shaped observation turret. Behind it is the pilots' compartment, aft of which is the navigation compartment (on the port side) and the radio equipment (starboard side).

The next two compartments have sleeping bunks and equipment on either side of the central aisle. Above the forward of these compartments is space for the flight engineer whose bucket seat is set above the aisle. He has a complete set of engine instruments and windows at either side of his station. Rearward in the hull is a large compartment for stowage of supplies and equipment including a folding plywood row-boat; in this compartment is the toilet. A light portable dural scaling ladder may be hooked on either side of the hull to permit entrance to the rear hatches. Another ladder is provided on the inside of the hull. Walkways inside the hull are of corrugated dural. Small ventilating hatches are along the top of the hull. All windows are Libbey-Owens-Ford *Safety Glass*.

Elevators and ailerons are controlled by a single yoke, mounting two control wheels, one for each pilot. Rudder control is by a non-adjustable dual pedal arrangement, with the range of adjustment of the pilot's seat being sufficient to accommodate the pilot's feet to the pedals. A cable type system is used for elevators and rudders, and a rod-cable type control for ailerons to provide positive independent control for each unit in both directions. Cables are run on the underside of the top of the hull, exposed to allow easy inspection.

Instruments in the pilots' compartment include 2 airspeed, turn and bank and rate-of-climb indicators, altimeters, compasses, tachometers and manifold pressure gauges, and 1 clock. The engineer's station is provided with 2 engine gauge units (oil temperature, oil and fuel pressure), carburetor air temperature indicators, tachometers, and fuel flowmeters, and 1 thermocouple, lateral inclinometer, exhaust gas analyzer and a set of fuel quantity gauges. An airspeed indicator, clock and altimeter are provided for the radio-navigator.

The electrical system includes navigation lights, switch for which is accessible from the exterior of the hull, interior hull lighting, landing lights, a signal system and other devices necessary in a craft of this size and type. Power is supplied by 2 batteries and by 2 engine-driven generators.

Engines are mounted on a welded chrome molybdenum steel tubing structure and the arrangement of the engine ring and nacelle cowling facilitates access to the engine and accessory compartments for inspection and adjustment.

A readily-detachable beaching gear is provided for handling the airplane in and out of the water and to facilitate movement ashore. Each forward truck of the gear is of the 2-wheel swivel type, capable of being steered and of being locked in 3 positions. The tail wheel, carried on a tripod set just ahead of the rear mooring ring, is of the 2-wheel free swiveling type steered by a detachable arm.

For use on Archbold's record-making transcontinental flight, and throughout his projected expedition, a Bendix radio and interior communication system is installed. The installation consists of a main transmitter, auxiliary transmitter, 2 complete receivers, a direction finder, and an intercommunication system which extends throughout the ship and also permits both pilots to use the radio facilities directly when necessary. Tests made during recent flights from San Diego to Lake Mead and Lake Tahoe gave reliable radio telephone communication in excess of 500

(*Continued on page* 83)

Archbold, 1st to Land on Mead Lake, Returns to S. D.; Plans Explorations

S.D. UNION 6/19/37

Lifting easily over the coast range of mountains to settle gently on Lake Mead, Richard Archbold's exploration air cruiser, product of Consolidated Aircraft Corp., here, yesterday became the first flying boat to land on the lake created by Boulder dam.

The "first" established by Archbold in the big ship, is one of many it expected to accomplish. It was designed to penetrate the interior of New Guinea as the "eyes" of a scientific expedition planned by Archbold who is a research associate of the American Museum of Natural History.

Taking off from here early yesterday, the big ship was accompanied by a smaller Fleetster in which Frank Learman jr., assistant to the manager of the aircraft company, test pilots and a newsreel cameraman flew. The big air boat, wingspread 104 feet, was photographed against snow capped mountains, with Boulder dam and with Lake Mead in the background.

It was landed on the man-made lake at 10:42 a. m. Members of its crew, including Archbold and William Wheatley, Consolidated chief test pilot, and the men aboard the Fleetster went to lunch in Boulder City.

The return flight started in the afternoon, with the newsreel cameraman shifting to the big ship. The planes landed here in the afternoon between 4:30 and 5.

Archbold is expected to fly the big ship to the east next week. Two routes are under consideration for the flight, one a non-stop cross country flight from San Diego to New York and the other over the gulf to Pensacola, Fla., and thence along the east coast.

If Archbold attempts the cross country flight, it will be one of the first times that a big airship, equipped to land on water only, has made such a trip. Archbold, 29, is internationally known as an explorer. He will leave from San Francisco some time this winter on the projected exploration flight, proceeding via Hawaii, Midway and Wake islands and Guam, then to New Guinea.

CONSOLIDATED

(*Continued from page* 38)

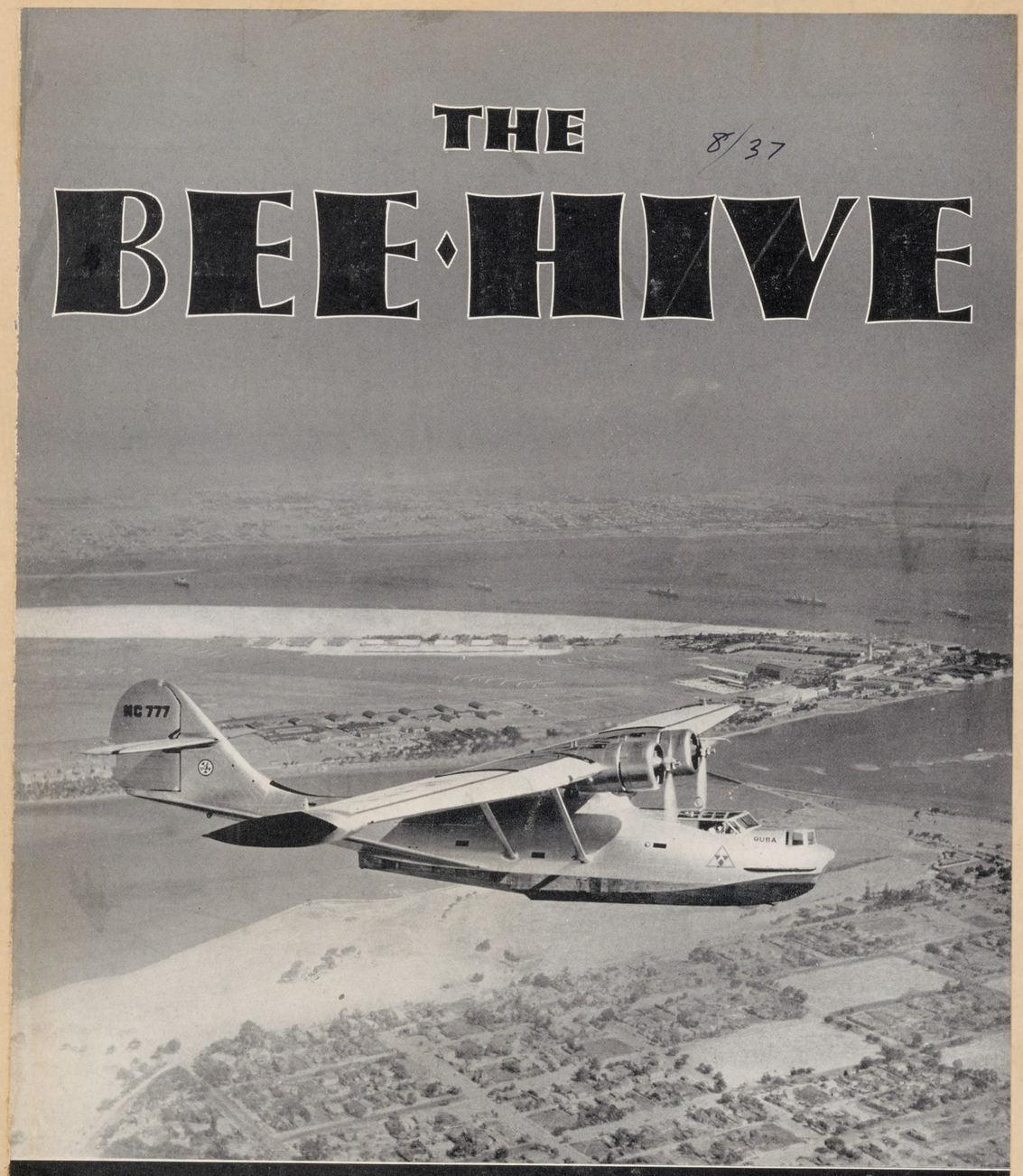
miles with the main transmitter, while over distances of up to 150 miles the auxiliary transmitter provided equally reliable communication.

The radio direction finding equipment is similar to that designed and manufactured by Bendix for the Consolidated airplanes purchased by the Navy, and recently adopted by various airlines for direction finding and the elimination of "rain static." Power for the radio when the ship is not in flight is supplied by a small auxiliary air-cooled engine set in the wing turret behind the flight engineer's compartment.

Archbold's plane has a span of 104 ft., an overall length of 62 ft. 6.5 in., and an overall height of 18 ft. 5.87 in. Cruising speed is 145 mph and range approximately 4000 miles, but the Navy Department does not permit publication of weight data and other performance figures of the PBY-1 airplanes.

THE BEE·HIVE

8/37



TWIN WASPS FOR THE SOUTH SEAS

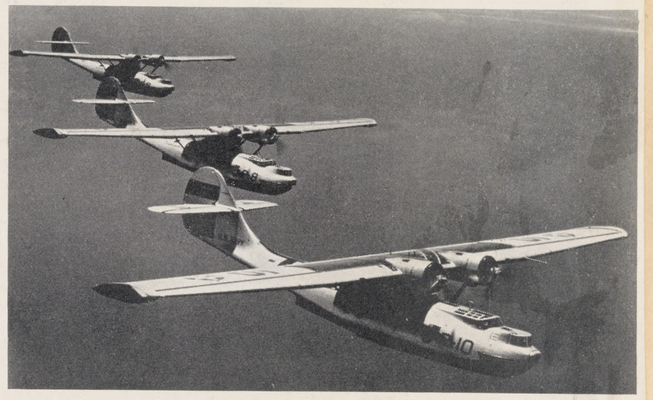
The Consolidated flying boat in which Richard Archbold will make a scientific expedition to the South Seas

Long Flights "Routine" for Consolidated PBY-1 Boat

COMPLETING a non-stop flight of approximately 2,500 miles from San Diego to New York in 17 hours 3½ minutes, a Twin Wasp-powered Consolidated PBY-1 flying boat on June 25th added one more brilliant achievement to the already impressive list of long distance flights credited to this latest product of the Consolidated Aircraft Corporation. The plane was under command of Richard Archbold, research associate of the American Museum of Natural History, who is the owner and pilot, and carried five additional members of the crew, including Russell Rogers, co-pilot; Gerald Brown, flight mechanic; Harold Ramm, radio operator; Comdr. Lloyd R. Gray, U. S. N. (retired), navigator; and William Wheatley, Consolidated test pilot.

Mr. Archbold expects to use the airplane on an exploring mission to Dutch New Guinea in the South Seas some time later this year. The exact route to be followed has not yet been determined, but he will probably follow the Pacific route of Pan American Airways to Guam, and thence head south for New Guinea. The object of the expedition is to collect mammals, birds and plants, and to study the life history of birds and animals in the region to be explored.

Mr. Archbold's airplane, the first of the type to be released for commercial sale, has a cruising range of approximately 4,000 miles. The long flight from San Diego to New York was made without incident of any kind, at an average speed of nearly 150 miles per hour, and with an average fuel consumption per engine of only 31½ gallons per hour, a tribute to the efficient powerplant combination of Twin Wasp engines, automatic mixture and power control, and Hamilton Standard constant speed propellers.



Official Photo U. S. Navy

Three of the Navy Consolidated patrol boats enroute to Coco Solo.

Only three days earlier a fleet of twelve similar PBY-1 flying boats of the U. S. Navy safely completed an even longer flight, from San Diego to Coco Solo, Panama Canal Zone. Casually dismissed by Navy officials as just a "routine transfer" of airplanes to their permanent operating bases, this flight was actually the longest over-water mass flight of military airplanes ever made. The 12 airplanes, carrying 84 officers and enlisted men under command of Lieutenant Robert W. Morse, flew the 3,087-mile distance in 27 hours 58 minutes without trouble of any kind.

The flight was the third "routine" transfer of Twin Wasp-powered PBY-1's to be made by the Navy this year. In January, 12 airplanes under command of Comdr. William Dade flew the 2,550 mile distance from San Diego to Hawaii in 21¾ hours. In April, another group of 12 similar airplanes under the leadership of Lieut. Comdr. L. A. Pope duplicated the feat in 21½ hours. All of these were non-stop flights and all were accomplished without trouble of any kind. All of these PBY-1 boats for the Navy, of which 176 are on order, are equipped with Twin Wasp engines and Hamilton Standard constant speed propellers.

Richard Archbold and his crew upon their arrival at New York.

Wide World

S.D. Sun 8/9/37

2 IN MISSING SAIL BOAT SAFE

Larry W. Van Dusen, 21, and Kimberley Scott Roberts, 22, both of San Diego, were found safe early today at La Jolla cove where they had anchored their 26-foot sail boat, "Lady Betty," late last night.

A Coast Guard plane with a crew of five men piloted by Lieut. R. L. Grantham took off at 8 a. m. here in search of the two boys who had sailed from Los Angeles at 3 p. m. Saturday and were due in San Diego late last night.

C. A. Van Dusen, of 3211 Freeman-st, Consolidated Aircraft vice president, father of Larry Van Dusen, reported the missing craft.

The youths telephoned this morning and reported they had anchored at La Jolla when rough weather and darkness prevented them from making port here, Mrs. Van Dusen said.

Western Flying 8/37

CONSOLIDATED AIRCRAFT CORPORATION completed delivery of their Navy PBY-1 order for 110 PBY's late in June with the exception of a couple of planes that were held up due to the slow delivery of parts by outside manufacturers. The first plane of the PBY-2 order was completed and test flown during July — PBY-3 series will probably be ready for test in November. Three P2Y-3A boats were loaded on a steamer headed for Bahia Blanca, Puerto Belgrano in Argentina during July. The remaining three boats included in the order will be shipped the middle of August.

POPULAR AVIATION 8201-1937

Consolidated PB-2A two-place pursuit ships like these are an integral part of the GHQ Force.

CONSOLIDATED'S PBY-1

U. S. Navy squadrons of these ships have flown non-stop from this country to Panama and to the Hawaiian Islands.

POPULAR AVIATION SEPT-1937

NATIONAL AERONAUTICS
AUGUST 1937

Jimmie Mattern still hopes to make that flight to Moscow, leaving San Francisco early this month. Has busied himself making all the necessary arrangements along the line and looks for no BAC ban . . . On the other hand, Dick Merrill and Jack Lambie, here to make a short-reeler, *Atlantic Flight*, are fearful of thumbs-down policy with regard to their proposed Nooyawk-Rome jaunt in their same low-wing landplane . . . Maj. Fleet's Consolidated Aircraft has its brains department working out a giant sea-flyer of unbelievable size. Quite hush-hush and all but its existence is generally known . . . An Aussie caused quite a stir. Has plans for a 20 million-dollar floating seadrome. Wants to spot it in the mid-Pacific somewhere, now seeking an "angel" for the project. Has lots of approval from high-rankers but to us it smacks of a picture we saw on the cover of "Amazing Stories" not so very long ago . . .

NAVY BOMBERS DUE BACK FROM TEST HOP TO ALASKA

S.D. SUN 8/12/37.

30 Planes Built By Consair Expected At North Island, 24 From Far North

Thirty Consolidated-built Navy patrol bombers, 24 of which survived the test of frigid Alaskan flight conditions last month, will return to their North Island base tomorrow or Saturday, it was reported at Naval Air Station today.

The returning squadrons are VP7, VP9, VP11 and VP12.

All but the six planes of Patrol Squadron 11 have engaged in tactical exercises with the fleet at Puget Sound and Alaska since July 1.

From July 10-26, Squadrons Nine and Eleven, composed of new PBY-1 bombers, and Squadron Seven, which consists of older and slower P2Y3 seaplanes, operated at Sitka, in southeastern Alaska and Kodiak, across the Gulf of Alaska.

This was the first test in Uncle Sam's northernmost outpost of the PBY planes, and they performed satisfactorily in the low temperatures experienced in Alaska, according to reports received here today.

Thus, the Consolidated bombers have completed successful flights to all three of the United States' most outlying territories — the Canal Zone, Hawaii and Alaska.

While in Alaska, they were serviced by the aircraft tenders Langley, Wright, and Sandpiper.

After a week's stay in San Francisco, the planes and the Wright and Langley left last Tuesday for offshore maneuvers en route to San Diego. The Sandpiper is scheduled to leave the Golden Gate Saturday, being due here Aug. 17.

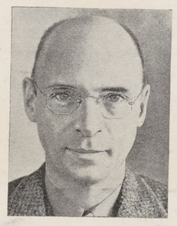
Patrol Squadron Eleven, composed of six PBY planes, joined the other three squadrons at San Francisco last week, flying in mass formation from San Diego.

WESTERN Flying Aug-1937

Big men head big school

Robert E. Gross

John K. Northrop



C. A. Van Dusen

NEXT month a new $400,000 aviation training school, the Aero Industries Technical Institute, Inc., will open its doors for business in the Los Angeles area. This new training center, with headquarters in Glendale, is a project of Robert E. Gross, president, Lockheed Aircraft Corporation; John K. Northrop, president, The Northrop Corporation and C. A. Van Dusen, vice-president and works manager, The Consolidated Aircraft Corporation. These three men form the executive board of the institute. This board has been actively engaged during the last year in the planning, organizing and equipping of the school.

Assisting the work of the executive board, has been an advisory council consisting of D. L. Brown, president, United Aircraft Corporation; Donald W. Douglas, president, Douglas Aircraft Company; Major Reuben H. Fleet, president, The Consolidated Aircraft Corporation; Jack Frye, president, Transcontinental & Western Air Inc.; J. L. Kindelberger, president, North American Aviation, Inc.; J. E. Schaefer, president, The Stearman Aircraft Company; I. I. Sikorsky, president, Sikorsky Aircraft Division of United Aircraft Corporation and E. E. Wilson, president, Chance Vought Aircraft, Division of United Aircraft Corporation.

Courses have already been especially compiled for the institute by a staff of experts and the faculty is nearly complete. Four buildings are rapidly nearing completion on the five acre tract that is to be the institute's campus. Two of the five acres are being reserved for recreational purposes.

One of the buildings of the institute is originally to be leased to the Northill Co., Inc., for use in the manufacture of their patented anchor and accessory pumps. The institute proper will initially consist of an administration building that will contain the offices and engineering division, a building containing classrooms and a lecture hall, and a shop building.

A total of 100,000 square feet will be included in the floor space occupied by the school. The shop contains 20,000 square feet and has been built with special foundations for drop hammers and heavy presses.

Electrical spot-welding equipment and heat treating ovens are included in the large variety of special equipment that has been personally chosen by the executive board. The investment being made in this shop equipment will total about $125,000.

The present development of the Aero Institute is the result of the personal efforts of the executive board, who, being executives in the aviation manufacturing industry, were faced with the problem of a shortage of trained personnel and took this means of solving their problem.

James L. McKinley, vocational school director in Southern California, will be manager of the school.

S.D. UNION 8/13/37

ARGENTINE PLANE JOB AT S. D. ENDS

Announcement that Consolidated Aircraft Corp. has completed its six-plane contract with the Argentine government and that the Argentine office maintained at the Lindbergh field plant will be closed Saturday, was made yesterday.

Lt. Julio Bachini of the Argentine aviation corps, who has been supervising construction of the six planes, will leave here Saturday for Burbank where he will inspect a plane being built for the Argentine government by the Lockheed factory.

Last of the six Consolidated planes left the plant yesterday for shipment to Bahia Blanca, the Argentine naval air station near Buenos Aires.

Gyropilots Saw Their Duty And Did It

THE twelve Consolidated Navy *PBY-1's* which arrived at the Zone on July 22nd, after flying in formation nonstop from San Diego, Calif., were all equipped with the Sperry gyropilot, as are the Navy airplanes which will be making additional outstanding flights soon. There have been some gratifying reports from the officers who made the flight to Coco Solo as to the manner in which the gyropilots handled the planes for practically the entire 3,292 miles, thus keeping the operating personnel refreshed and alert for other duties.

AUG-1937 U.S. AIR SERVICES

$500,000 Worth Of Planes To Embark For Argentine

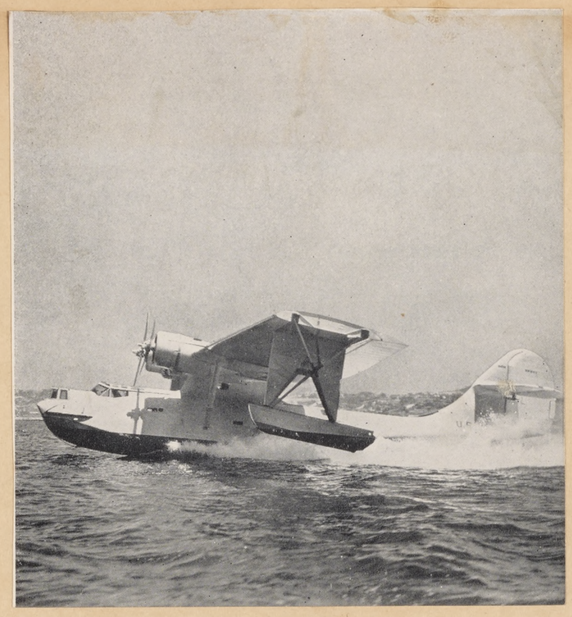
S.D. SUN 8/16/37

Sixteen huge crates lay on the north side of Pier One today, awaiting arrival Friday of the McCormick freighter West Ivis.

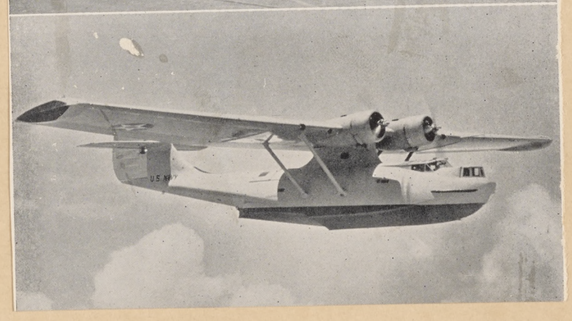
The boxes contain sections of one of the most valuable cargoes ever to leave San Diego—three Consolidated Aircraft Corp. seaplanes and engines valued at approximately $500,000.

The planes are the second half of the six ordered by the Argentine Navy from the local aircraft concern. Last month, the first three were shipped to Buenos Aires aboard a sister ship of the West Ivis, the West Nilus.

The West Ivis will follow the same course to the Argentine naval base as that of the West Nilus, through the Straits of Magellan, a journey requiring 30 to 40 days from San Diego.



UNITED POLYTECHNICAL INSTITUTE
School of Aeronautics
307 BROADWAY BUILDING
SAN DIEGO — CALIF.
5402 CONNECTICUT AVE. N.W.
WASHINGTON — D. C.



DAY'S VICTOR IN UNION'S TOURNEY

S. D. UNION 8/19/37

Two hard-fighting teams already marked as the ones to beat in The Union's elimination softball tournament will steal the sports spotlight tonight when Jacobson's Signs clash with Consolidated Aircrafters at Central Playground at 8:15.

Another second-round game of equal importance, although not quite so apt to provide the fireworks of the other, will be played at Golden Hill at 8:15, with Van Camps slated to oppose A. G. Spaldings.

Realizing that the winner of the clash which brings together Consolidated and Jacobson's is virtually certain to be a finalist, both teams are prepared to shoot the works in desperate bids for victory.

Meyers, McCleary Hurl

Eddie Meyers, recognized as one of the finest softball hurlers in southern California, has been nominated for the mound assignment by the Aircrafters, while McCleary is booked to handle the receiving. Stanley Gonzales, who has won his last 11 starts, will pitch for the Jacobson Signs, and Jimmy Fournier will catch.

ARGENTINA TO CLOSE OFFICE

S.D. Sun — 8/18/37

With the job of constructing six P2Y3 patrol bombers for the Argentine Navy completed by Consolidated Aircraft Corp., the office maintained at the San Diego plant by the South American republic will be closed Saturday, it was announced today.

Lieut. Julio Bachini, Argentine Naval aviator, who has been official inspector of the six planes, will leave for Burbank Saturday to note progress in construction of another type plane ordered by Argentina from Lockheed Aircraft Corp.

Huge crates, in which the last three P2Y3 planes to be shipped to Argentina, are packed, today lay on the north side of Pier One, awaiting arrival Friday of the McCormick freighter West Ivis, which will transport the aircraft to the Argentine Naval base.

WILKINS TO SEEK RUSS FLIERS IN S. D. PLANE

S.D. UNION 8/20/37

S. D. RESCUE PLANE FLIES NORTHWARD

Wilkins, 4 Aids Land at Port Arthur, Ont.; Will Continue Today; Mattern Plans Two Polar Bases.

PORT ARTHUR, Ontario, Aug. 19 (Canadian Press)—The plane bearing Sir Hubert Wilkins and four companions en route from New York to Canada's Arctic coast to assist in the search for six missing Soviet fliers, landed here tonight less than five hours after taking off from Toronto.

Sir Hubert and his pilot, Herbert Hollick-Kenyon, noted Canadian airman, were accompanied by Gerald Brown, engineer, Raymond Booth, radio operator, and Russell Rogers.

Plans Morning Start

Rogers will fly with the party as far as Coppermine, N. W. T., to teach Hollick-Kenyon "the peculiarities" of the huge silver flying boat Guba, purchased for the expedition by the Russian government.

Sir Hubert planned to take off at 8 a. m., E. S. T., tomorrow on a non-stop flight to Ft. Smith, N. W. T., 1200 miles distant.

Supplies of toboggans, pumps, heaters, eiderdown and winter clothing will be taken on her as equipment for an extended Arctic search.

From Ft. Smith the rescue plane will fly north to join other aviators in the search for Sigismund Levaneffsky and his five companions who were believed forced down on an ice floe in a projected transpolar flight from Moscow to the United States by way of Fairbanks, Alaska.

Al Cheesman, Port Arthur alderman and Sir Hubert's pilot in 1930 on an Antarctic expedition, was to be picked up here as co-pilot of Sir Hubert's craft.

Speed Stressed

During a stop in Toronto for refueling on the dash from New York here, Sir Hubert said the party was bound for the scene of search "as fast as we can get there."

He said the Russian fliers "have

(Continued on Page 2, Col. 6)

Wilkins Hops For Arctic In San Diego Airboat

S.D. SUN 8/14/37

Soviet Buys Archbold's Plane; Noted Explorer Heads Group Seeking Lost Russian Fliers

By United Press

TORONTO, Ont., Aug. 19.—Sir Hubert Wilkins and a crew of four landed the flying boat Guba in Toronto harbor late today after a fast flight from New York, en route to search for six Russian fliers missing in the Arctic.

Sir Hubert Wilkins, noted Polar explorer, and a crew of four took off in a San Diego-built airboat at 8:42 a. m. (P. S. T.), from North Beach airport, N. Y., to aid in the search for six Russian fliers missing in the Arctic, the United Press reported from New York.

The ship, built by Consolidated Aircraft Corp. for Richard Archbold, was the first seaplane to fly non-stop across the United States, accomplishing this feat June 24-25 from San Diego to New York.

The $250,000 craft was sold to the Soviet government this week. Its 4000-mile cruising range was the prime consideration in the sale, it was reported.

The search party consists of Wilkins, a veteran of Arctic expeditions; Air Commodore Herbert Hollick-Kenyon of Canada, first pilot; Raymond Booth, radio operator, and Gerald Brown, mechanic. They will fly across Canada to Aklavik, Northwest

Turn to Page 2, Col. 3.

WILKINS HOPS FOR ARCTIC IN S.D. RESCUE SHIP

(Continued from Page One)

every chance of being alive," adding that he believed they could exist for "six or eight weeks" at least.

It was estimated that the Soviet fliers, who were attempting a flight from Moscow to California, came down on an ice floe 500 miles north of Alaska.

The Guba was purchased from Richard Archbold of the American Museum of Natural History, who had planned to use it for a scientific expedition into New Guinea. It was built by the Consolidated Aircraft Corp. at San Diego, Calif.

By United Press

LONDON, Aug. 19.—Shipment of enough anti-cholera vaccine to inoculate 25,000 persons to Hongkong by airplane from Bandoeng, was reported in an Exchange Telegraph dispatch today.

The disease was reported on the increase and fears were felt for further spread in view of the influx of refugees.

WPA'S BACKER OPPOSES MARCH

Rep. Allen Sees Harm To Jobless Cause

Scripps-Howard Newspaper Alliance

WASHINGTON, Aug. 19.—Rep. Robert G. Allen (D., Pa.) said today that the "march on Washington" planned for next Monday by the Workers Alliance would be likely to harm rather than help the chances of further Federal aid to the jobless.

Rep. Allen is co-author with Sen. Schwellenbach (D., Wash.) of a resolution requiring that WPA hire all of the unemployed. It is this resolution which the "march" is intended to promote.

"I have tried to discourage this demonstration," Allen said.

Sen. Schwellenbach said he was neither encouraging nor discouraging it. He planned to seek Senate consideration of the resolution today.

SHIRLEY HOSTESS TO OFFICERS IN HAWAII

HONOLULU, T. H., Aug. 19.—Shirley Temple, diminutive screen star, was hostess last night at her first formal dinner party since she arrived here for a vacation.

Her guests included Henry A

'SUDDEN STORM' DESTINED FOR NORTHERN SEARCH

—Associated Press photo.

ba ("Sudden Storm"), $250,000 flying boat built at Consolidated Aircraft Corp. for Richard Archsearch associate of the American Museum of Natural Research, in which Sir Hubert Wilkins, rctic explorer, will search for the six missing Russian polar fliers. The ship Tuesday was purchased by the Russian government from Archbold.

SAN DIEGO-BUILT FLYING BOAT SOLD FOR ARCTIC HUNT

(Continued from Page One)

from an aircraft because no ships were in sight.

Their story raised the possibility that the missing fliers, headed by the Soviet ace Sigismund Levaneffsky, actually reached the North American continent instead of coming down in the ice-covered Arctic ocean, as Moscow officials believed.

The Soviet embassy in Washington said three Canadian planes were assembling supplies from Arctic Red river, Good Hope and Norman, in far northwestern Alaska, and planning to concentrate at Aklavik for the hunt.

Mattern Grounded

Jimmy Mattern, ace American flier who is "repaying a debt" to Levaneffsky for his own rescue by the Russian flier several years ago, chafed at the cloud banks and rain which enveloped northern Alaska yesterday, forcing him to keep his big long-range cruising plane on the ground at Fairbanks. He flew to Fairbanks from southern California to join the hunt.

Nearly half an inch of rain has fallen the last 24 hours and the skies were again murky yesterday, with a south wind blowing.

Mattern sent a reassuring message to his wife, Mrs. Dorothy Mattern, and his mother at Pittsburgh, saying:

"Have not been flying due to weather. Have very safe plans worked out."

The Soviet north pole camp radioed Moscow that a drizzling rain was falling yesterday, despite subfreezing temperatures, which would add to the fliers' difficulties if down within that area.

S.D. UNION 8/19/37

SOVIETS BUY FLYING BOAT BUILT HERE

Craft to Hop From New York Today to Base on Arctic Shore; Mattern Hampered By Fog; Clue Is Pressed.

A San Diego-built flying boat, the Guba ("Sudden Storm"), will carry Sir Hubert Wilkins, noted Arctic explorer, in a search for the six Russian transpolar fliers, The Associated Press reported last night.

Carrying Wilkins, Air Commodore Herbert Hollick-Kenyon, first pilot; Raymond Booth, radio operator; and Gerald Brown, mechanic; the huge flying boat is expected to get under way at 9 this morning from North Beach airport, N. Y., fly across Canada to Aklavik, Northwest territories, and base there for the search. The plane will land at Port Arthur, Ontario, to take on Al Cheeseman, Antarctic veteran, who will be second pilot.

Rogers to Make Trip

Russell Rogers, who piloted the Guba from San Diego to New York in 17 hours, 3½ minutes June 25, setting a transcontinental non-stop record for that type of craft, will accompany Hollick-Kenyon to Aklavik to familiarize him with the ship's operation.

The plane, a $250,000 flying boat, was built at Consolidated Aircraft Corp. for Richard Archbold, research associate of the American Museum of Natural Research. Archbold sold the plane to the Soviet government Tuesday for an unannounced sum.

The Guba, a PBY-1 boat similar to the navy's new long-range patrol bombers which recently made record mass flights from San Diego to Hawaii and the Panama Canal Zone, has a wing spread of 104 feet. It is powered by two 1000-h.p. engines and has a cruising range of approximately 4000 miles. It originally was purchased by Archbold for scientific expeditions. (Consolidated officials said last night another plane was being built for Archbold.)

Rescuers Follow Clue

While arrangements were being made for the Buba's take-off from New York, rescue airmen at Fairbanks, Alaska, looked for an opening to follow up a seemingly promising clue to the whereabouts of the Soviet airmen.

Bob Randall, Canadian flier, reported he planned to take off from Pt. Barrow today to check up on the story of natives in the Barter island area that they had heard what might have been an airplane motor "four or five days ago."

Barter island is about 300 miles east of Fairbanks and 175 miles east of the route which the Russians supposedly were following when they vanished last Friday on a projected 4000-mile flight from Moscow to Fairbanks.

Randall heard the natives' story yesterday on flying along the coast from Aklavik, Northwest territory, to Barrow in a plane chartered by Russian officials.

Although the Eskimos said they did not see any plane, they concluded the sound must have come

(Continued on Page 2, Col. 7)

S. D. SHIP BOUGHT FOR AIR SEARCH BY RUSSIA

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"It won't be exactly a rescue flight," said Raymond Booth, radio operator. "Our purpose is to locate the six Russians in the Arctic, if possible, and then drop them radio supplies, food, guns and ammunition. Every day or so we will make survey flights over the Arctic to see if we can find the missing men."

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The new rescue expedition is headed by Sir Hubert Wilkins, veteran arctic and antarctic explorer. Herbert Hollick-Kenyon, Canadian flier, who accompanied Wilkins on the Lincoln Ellsworth Antarctic expedition, directed mechanics who labored hurriedly to equip the 17-ton flying boat for the first lap of its long journey, an overland flight to Toronto harbor, on Lake Ontario.

Although he has sold the Guba, Archbold, research associate of the American Museum of Natural History, apparently does not mean to give up his plan to lead an aerial expedition from California to New Guinea, for which purpose he bought the $250,000 Consolidated plane. Consolidated officials report that another plane is being built here for him.

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New Plane Ready Nov. 1

Archbold's new Consolidated plane is under construction and is to be delivered about Nov. 1, it was reported at the plant today. Archbold is due in San Diego next week. On accepting the new plane he is expected to carry out his original plans for the New Guinea flight. The craft will be of the PBY-type, similar to the Guba.

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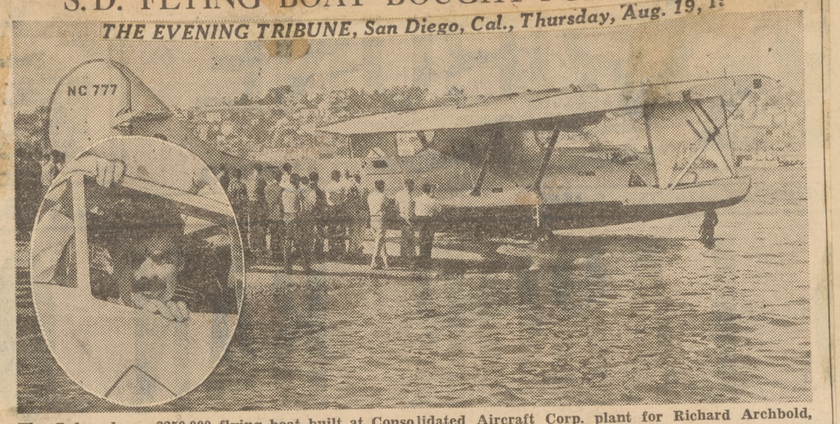
While Randall waited at Pt. Barrow for orders to resume the search, Jimmy Mattern, who fled here from California to join the hunt, Art Crosson, noted Alaskan pilot, and other United States fliers were ready to scour the country. Soviet fliers planned to hop from Russia over Levaneffsky's route in hopes of finding a trace of the missing aviators.

S. D. FLYING BOAT BOUGHT FOR SEARCH

THE EVENING TRIBUNE, San Diego, Cal., Thursday, Aug. 19, 1



The Guba, above, $250,000 flying boat built at Consolidated Aircraft Corp. plant for Richard Archbold, has been sold to the Soviet government. Inset, Archbold.

Consolidated Employes Eat, Play at Beach

S. D. Union 8/23/37

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S. D. Sun 8/22/37

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PLANE SHIPMENT ARGENTINE-BOUND IN BIG FREIGHTER

S. D. Union 8-22-37

With a 31-day run to her next port ahead of her, McCormick's big South American freighter West Ivis got away from Pier 1 at noon yesterday for the Argentine.

Aboard the West Ivis were 16 crates of planes and engines—the last of the Argentine navy's contract from the Consolidated factory here. The steamer will pass through the Straits of Magellan and up the east coast of South America to Puerto Belgrano, the Argentine air base at Bahia Blanca, south of the River Plate. Then she will go on to Buenos Aires, Montevideo and Trinidad, coming home via the Panama Canal.

Due to the reversal of seasons incident to passing from the northern to the southern hemisphere, it will be just the beginning of spring when the West Ivis reaches Bahia Blanca. Their winter now is ending.

S. D. Union Aug 24-37

ARCHBOLD HERE TO SEE WORK ON NEW FLYING BOAT

His $250,000 flying boat Guba now the property of the Russian government, which is using it in the search for the six missing Soviet polar fliers, Richard Archbold, research associate of the American Museum of Natural History, yesterday arrived in San Diego to supervise construction of another flying boat.

Archbold, who arrived here by plane, accompained by O. J. Whitney, head of a flying service of North Beach, N. Y., said he expects delivery of his new plane by Nov. 1 and hopes to lead an aerial expedition into New Guinea sometime after Jan. 1.

The Guba, which Archbold flew nonstop across the continent in 17 hours, 3 minutes on June 25, was turned over to the Consolidated Aircraft Corp. three days ago and was purchased by the Russian government. Archbold expects to spend most of his time here supervising construction of his new flying boat, which will be built along the lines of the Guba, with several minor variations.

Before leaving for New Guinea, the flying scientist probably will make several test flights to Boulder dam and Lake Tahoe, but does not expect to try another nonstop flight to the east. The new flying boat will be powered by two Pratt & Whitney twin-row Wasp engines, having 1000 horsepower each.

AUG 20 1937

JUST OFF THE PRESS . . . .

We submit for your files and reference the attached item published in the latest issue of THE PILOT . . . . . Bureau of News, THE PILOT MAGAZINE, 1100 Airway, Glendale, California.

THE PILOT

THE MAGAZINE FOR AVIATION'S LICENSED PERSONNEL

Attention: Edgar M. Watt

Over Boulder Dam

This picture was taken as the Guba flew to Lake Mead from San Diego on a demonstration flight before the cross-country hop.

On June 24, Richard Arnold, accompanied by Russell Rogers; pilot, Lieutenant Commander L. R. Gray, U.S.N., retired, navigator; Gerald Brown, engineer; Harold Ramm, radio operator and William Wheatley, Consolidated's chief test pilot, took off from San Diego on a non-stop flight to New York, and negotiated the 2,700 miles in 17 hours, three and a half minutes. This is the largest airplane and the only flying boat ever to span the United States in one hop. Navigation of the ship was no small factor, and the accompanying article gives some idea as to the type of equipment and methods used by the navigating officer. Commander Weems, the author, is well known as the author of the Weems System of Navigation.

of burning rubber were present. A rapid survey disclosed that none was hurt, not even the radio operator at his post. With apprehensions we waited for further developments but none occurred. Examination on landing disclosed burned antenna insulations. All equipment functioned satisfactorily. To a fabric ship or a less sturdy one the

apropos, has just been printed in the German *Junkers-Nachrichten,* house organ for Junkers Flugzeug und Motorwerke A. G.

"Frequently the question has been raised" we quote, "how an aircraft behaves in a thunderstorm and whether for the passengers there is any danger of being struck by lightnings. Up to

Consolidated's GUBA *Coast-to-Coast*

Navigation of the First Commercial PBY-1 Brings Out Advantages of Celestial Navigation on Long, Transcontinental Trips. Dead Reckoning Antiquated

By Lieutenant Commander P. V. H. Weems

Largest Ship, Only Boat

The highly successful flight of the Guba from San Diego to New York with a crew of six, brings out several important lessons. In the first place this is the first time a flying boat has made a transcontinental non-stop flight across the United States. The flying boat is a 34,000 pound consolidated PBY-1 similar to the latest type used by the navy.

The navigation equipment included the latest two-way radio, dead reckoning and celestial navigation equipment. The navigator on this historic flight was Lieutenant Commander L. R. Gray, U.S.N. (Retired) who has had considerable experience in air navigation.

For observing drift Commander Gray used a navy type pelorus or bearing instrument. He also used the usual type panel instruments which included a compass graduated to degrees. He stresses the importance of the Mark VII Aircraft Navigational Computer for working dead reckoning problems. He had a separate radio operator and made some use of the weather report and radio bearings, but did not get the benefit expected from this source. He had with him a Bureau of Standards type aircraft sextant, two second-setting watches, the Line of Position Book, and special forms and data prepared by himself.

While the flight demonstrated the need and feasibility of celestial navigation methods, they unfortunately were not available because of the rush in taking off at two hours' notice. It was found that the sextant index lock nut had slipped, causing the observations to be hopelessly in error. This purely mechanical difficulty can be overcome but stresses the necessity of ample preparation before take off.

One new technique developed by Commander Gray was the use of a second-setting watch graduated in arc and rated to Sidereal time so that the Greenwich Sidereal time in arc could be read direct from the watch face. In addition to this he prepared a special table giving the right ascension of the principle stars in arc so that when this last value was subtracted from the watch face, it gave immediately the Greenwich hour angle in arc. This method will be preferred by a certain group of navigators who prefer to reduce to the minimum tedious additions in flight.

Two magnetic compasses graduated in degrees were used and for celestial navigation purposes, Commander Gray used two second-setting watches, one graduated to read Greenwich Sidereal Time in arc.

One thrilling experience emphasizes the difficulties of high altitude and high speed flying under all conditions. We quote Commander Gray's own words giving his experience in an electrical storm:

"As the Rockies were approached our ship climbed to 14,000 to 15,000

With a crew of six, this 34,000 pound Consolidated boat flew from San Diego to New York, non-stop, in 17 hours.

S. D. PLANE LEG NEARER POLAR GOAL

Wilkins Reaches Fort Smith In Northwest Territory; Soviet and Canadian Rescue Pilots in Alaska.

BULLETIN

BARROW, Alaska, Aug. 20 (A.P.)—Jimmy Mattern, American pilot searching for the missing Soviet transpolar plane, landed near here late today after several fruitless hours of flying over the fog-shrouded Arctic ocean. Mattern and two companions, Co-pilot Frank Jones and Radioman John A. Stump, landed three miles north of this village late today after battling fog which forced them to fly blind for long intervals.

BARROW, Alaska, Aug. 20 (A.P.)—The hunt for six Soviet airmen, airmen, missing for a week in the Arctic, got under way in earnest today with fliers of three nations converging on the area to be covered.

Eager to repay the lost Pilot Sigismund Levaneffsky for a rescue in Siberia four years ago, the Texas flier, Jimmy Mattern, soared out of Fairbanks toward the Arctic coast in his distance plane.

The Soviet ice breaker Krassin, reputedly carrying planes, stood somewhere off Pt. Barrow.

Wilkins at Fort Smith

In a great flying boat, Sir George Hubert Wilkins, British explorer, and four fliers raced across far northwestern Canada to establish a rescue base near the Alaska border, preparatory to going into the hunt.

The party landed at Fort Smith, N. W. T., this afternoon after a 1200-mile non-stop flight from Port Arthur, Ontario.

The Russian flier Zadkoff reached Point Barrow last night, joining Bob Randall, Canadian flier, who had been shuttling along the Arctic coast for three days.

Mattern went into the hunt without his refueling plane, but the latter craft left White Horse, Y. T., for a 700-mile hop to Fairbanks, where it planned to pick up fuel and supplies and follow the Texan into the Arctic wastes.

Just before Mattern left Fairbanks, A. Vartanian, Soviet flight representative there, gave him a letter to deliver to the missing Russian flight leader, Levaneffsky. Ar-

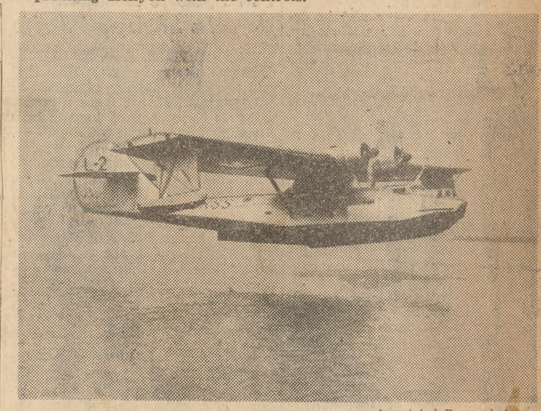
(Continued on Page 2, Col. 3)

FIVE JOIN SEARCH IN CONSOLIDATED FLYING BOAT

S. D. Union 8-21-37

—Associated Press photo.

The fate of Sigismund Levanevsky and his five companions may lie in the hands of these five men aboard the Consolidated-built flying boat Guba, which took off from North Beach airport, near New York City, Thursday to search northern regions for the lost Soviet transpolar plane. Searchers are (left to right) bottom, Sir George Hubert Wilkins, Herbert Hollick-Kenyon, chief pilot, and Raymond Booth, radioman; top: Gerald Brown, mechanic, and Russell Rogers, pilot, who will leave the ship after acquainting Kenyon with the controls.



—Associated Press photo.

The Guba lifts from North Beach airport, N. Y., for the first leg of its journey to far northern regions, where the Russian plane has been missing since Aug. 14.

MATTERN SCANS ARCTIC IN HUNT FOR RUSS FLIERS

(Continued from Page One)

rangements were also made for Mattern to message his position and flying conditions hourly.

At Fairbanks, S. A. Smirnov, Russian radio engineer, also planned to leave today to fly to Aklavik, N. W. T., to establish radio communications there to aid the search.

A dense fog, with broken clouds, lay over Barrow in midforenoon.

With clearing weather at Fairbanks, Mattern decided he would not wait for his refueling plane which left southern California early in the week and was delayed by bad weather at White Horse.

Mattern planned to fly 800 to 1000 miles over the Arctic ocean today and return to Fairbanks tonight. His plane was loaded with 600 gallons of fuel and carried emergency food, clothing and Arctic equipment. Frank Jones, who flew north with him from Oakland, and John A. Stump, radio operator, composed Mattern's crew.

Zadkoff and Randall expected to go to Aklavik.

S. D. SHIP BOUGHT FOR AIR SEARCH BY RUSSIA

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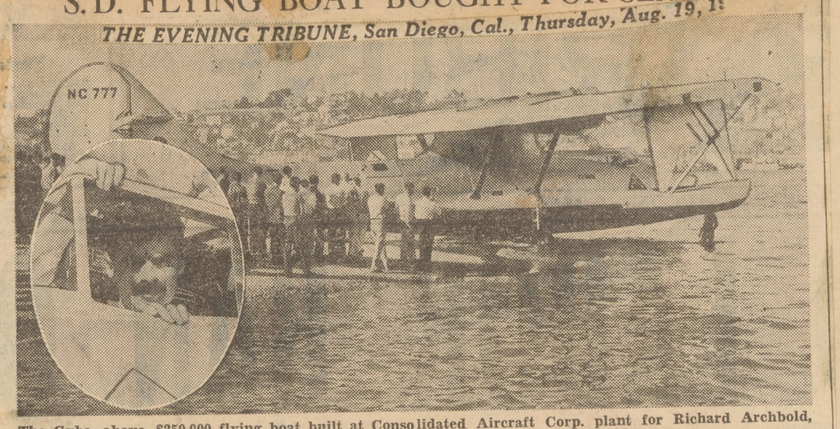
THE EVENING TRIBUNE, San Diego, Cal., Thursday, Aug. 19, 1



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S.D. Union 8/23/37

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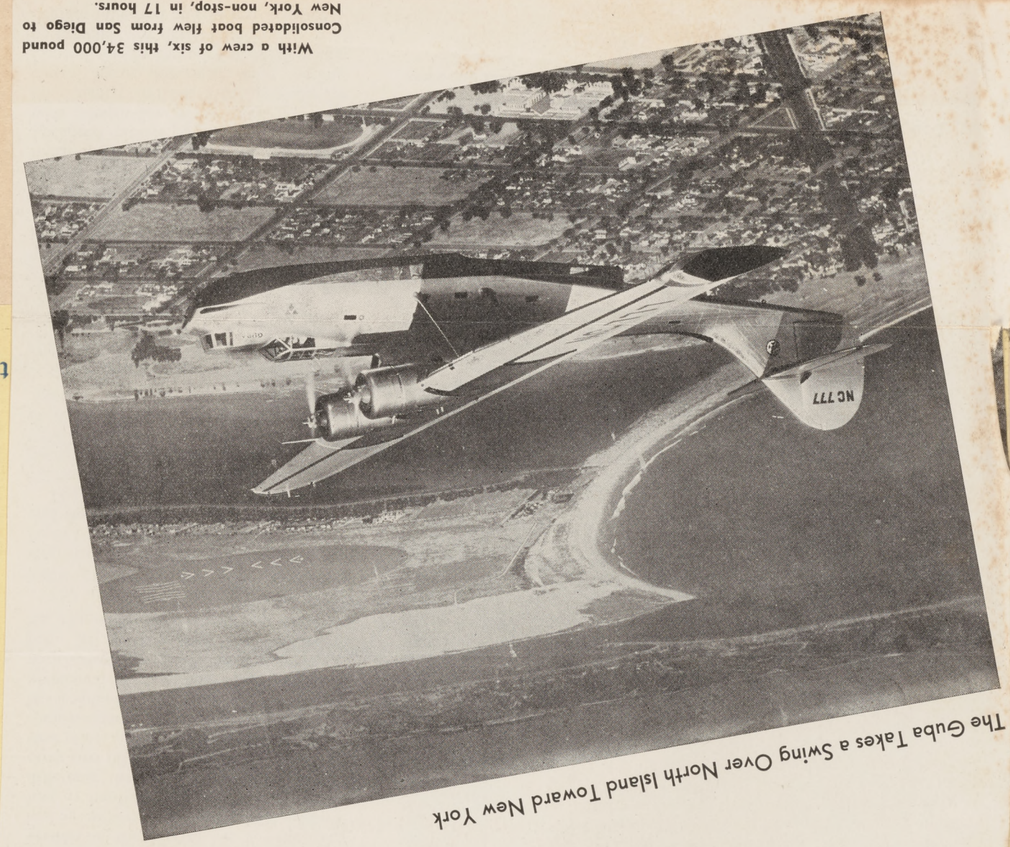
Archbold, who arrived here by plane, accompained by O. J. Whitney, head of a flying service of North Beach, N. Y., said he expects delivery of his new plane by Nov. 1 and hopes to lead an aerial expedition into New Guinea sometime after Jan. 1.

The Guba, which Archbold flew nonstop across the continent in 17 hours, 3 minutes on June 25, was turned over to the Consolidated Aircraft Corp. three days ago and was purchased by the Russian government. Archbold expects to spend most of his time here supervising construction of his new flying boat, which will be built along the lines of the Guba, with several minor variations.

Before leaving for New Guinea, the flying scientist probably will make several test flights to Boulder dam and Lake Tahoe, but does not expect to try another nonstop flight to the east. The new flying boat will be powered by two Pratt & Whitney twin-row Wasp engines, having 1000 horsepower each.



The Guba Takes a Swing Over North Island Toward New York

With a crew of six, this 34,000 pound Consolidated boat flew from San Diego to New York, non-stop, in 17 hours.

feet in order to clear peaks towering better than 13,000 feet. It was during this stage of the flight that our greatest anxiety was experienced due to a combination of circumstances. Our position was somewhat in doubt due to a lack of recognizable land-marks and atmospheric conditions favorable to the formation of ice and due to the existence of electrical storms which were visible.

"We were passing through broken clouds and mild lightning discharges could be seen in the distance. Our trailing wire antenna was out. Suddenly the pilots noted the nose of the ship and wing tips to glow and finally to light up so brightly as to blind them temporarily for a period of perhaps half a minute. In the navigation and radio compartment where Wheatley, Rann and I were at the time a high voltage crash of electrical discharge occurred, lighting up the space. Odors of burning rubber were present. A rapid survey disclosed that none was hurt, not even the radio operator at his post. With apprehensions we waited for further developments but none occurred. Examination on landing disclosed burned antenna insulations. All equipment functioned satisfactorily. To a fabric ship or a less sturdy one the situation might have been fatal but we rode safely on."

The important lesson gained on this flight is the necessity of careful preparation and a thorough test of the equipment before take-off. Also, it shows the feasibility of celestial navigation and radio, and the relative importance of these methods for high altitude flying where it is difficult to get the drift observations.

Commander Weems does not enlarge on the phenomena met by the *Guba's* crew over the Rockies. Whatever it may have happened to be, an interesting little squib, more or less apropos, has just been printed in the German *Junkers-Nachrichten*, house organ for Junkers Flugzeug und Motorwerke A. G.

"Frequently the question has been raised" we quote, "how an aircraft behaves in a thunderstorm and whether for the passengers there is any danger of being struck by lightnings. Up to now it was rather difficult to impart an answer, because lightnings in an aircraft very rarely occur, and above all can never be exactly observed.

"Our wireless operator sends us an exact report about a lightning that struck a Junkers Ju 89 powered with heavy oil engines.

"During the delivery flight from Hay to Melbourne the aircraft at about 1,200 meter height got into a *huge* bank of clouds, without that a thunderstorm was expected. Suddenly, at the nose of the fuselage an about 60

Continued on page 38

MATTERN SCANS ARCTIC IN HUNT FOR RUSS FLIERS

(Continued from Page One)

rangements were also made for Mattern to message his position and flying conditions hourly.

At Fairbanks, S. A. Smirnov, Russian radio engineer, also planned to leave today to fly to Aklavik, N. W. T., to establish radio communications there to aid the search.

A dense fog, with broken clouds, lay over Barrow in midafternoon.

With clearing weather at Fairbanks, Mattern decided he would not wait for his refueling plane which left southern California early in the week and was delayed by bad weather at White Horse.

Mattern planned to fly 800 to 1000 miles over the Arctic ocean today and return to Fairbanks tonight. His plane was loaded with 600 gallons of fuel and carried emergency food, clothing and Arctic equipment. Frank Jones, who flew north with him from Oakland, and John A. Stump, radio operator, composed Mattern's crew.

Zadkoff and Randall expected to go to Aklavik.

BULLETIN

BARROW, Alaska, Aug. 20 (A.P.)—Jimmy Mattern, American pilot searching for the missing Soviet transpolar plane, landed near here late today after several fruitless hours of flying over the fog-shrouded Arctic ocean. Mattern and two companions, Co-pilot Frank Jones and Radioman John A. Stump, landed three miles north of this village late today after battling fog which forced them to fly blind for long intervals.

BARROW, Alaska, Aug. 20 (A.P.)—The hunt for six Soviet airmen, aimen, missing for a week in the Arctic, got under way in earnest today with fliers of three nations converging on the area to be covered.

Eager to repay the lost Pilot Sigismund Levanetlsky for a rescue in Siberia four years ago, the Texas flier, Jimmy Mattern, soared out of Fairbanks toward the Arctic coast in his distance plane.

The Soviet ice breaker Krasin, reputedly carrying planes, stood somewhere off Pt. Barrow.

Wilkins at Fort Smith

In a great flying boat, Sir George Hubert Wilkins, British explorer, and four fliers raced across far northwestern Canada to establish a rescue base near the Alaska border preparatory to going into the Arctic. The party landed at Fort Smith, N. W. T., this afternoon after a 1200-mile non-stop flight from Fort Arthur, Ontario.

The Russian flier Zadkoff reached Point Barrow last night, joining Bob Randall, Canadian flier, who had been shuttling along the Arctic coast for three days.

Mattern went into the hunt without his refueling plane, but the latter craft left White Horse, Y. T., for a 700-mile hop to Fairbanks, where it planned to pick up fuel and supplies and follow the Texan into the Arctic wastes.

Just before Mattern left Fairbanks, A. Vartanian, Soviet flight representative there, gave him a letter to deliver to the missing Russian flight leader, Levanetlsky. Ar-

(Continued on Page 2, Col. 3)

Wilkins Reaches Fort Smith In Northwest Territory; Soviet and Canadian Rescue Pilots in Alaska.

S. D. PLANE LEG NEARER POLAR GOAL

—Associated Press photo.

The Guba lifts from North Beach airport, N. Y., for the first leg of its journey to far northern regions, where the Russian plane has been missing since Aug. 14.

—Associated Press photo.

The fate of Sigismund Levanevsky and his five companions may lie in the hands of these five men aboard the Consolidated-built flying boat Guba, which took off from North Beach airport, near New York City, Thursday to search northern regions for the lost Soviet transpolar plane. Searchers are (left to right) bottom, Sir George Hubert Wilkins, Herbert Hollick-Kenyon, chief pilot, and Raymond Booth, radioman; top: Gerald Brown, mechanic, and Russell Rogers, pilot, who will leave the ship after acquainting Kenyon with the controls.

FIVE JOIN SEARCH IN CONSOLIDATED FLYING BOAT

S. D. Union P-21-37

1937

those

Attention: Engineering

at Meet

ike the situation in aviation's first heyday, when pilots outnumbered airplanes because they had no use for the airplanes, the situation in the glider field is brought about by the fact that most pilots have no way to obtain gliders at any price unless they build them themselves. And many glider pilots do not have the time to do this.

In spite of the fact that many glider pilots flew to Elmira in powered equipment, and that many more have several to several hundred hours of power time under their belts, there were many on the field who had never flown a powered ship. Significant in their case was the recommendation by both glider experts and Department observers that power time be made a requirement for a glider license. It was pointed out that in order to perform to best advantage in the *ultra* of soaring methods, cloud flying, pilots must acquaint themselves with the technique of instrument flight, best learned under the hood in a powered ship.

Such a development would be of particular interest to commercial airplane operators. It has been pointed out many times that the glider is an excellent stepping stone into aviation proper. If a minimum of power time were required for glider licenses, the enthusiast's introduction to power would be made certain.

Fears that American built sailplanes could not compete with European products were allayed, to some extent, by the 1937 meet. For while the highest ranking pilot happened to be a German, a lot of the points which he scored were due to flying ability and experience. It is quite probable that the American design contest winners compare favorably in every way with anything that Germany, with her years of experience, can send over here. Harvey Stephens, of film fame, came out of the West with as fine a little ship as can be obtained anywhere. It was designed and built by Harland Ross, who flew it in the contest.

The ABC ship from Detroit, first place winner, was *certainly* entitled to this place. It is made interesting by its club connection. More than in any other aeronautical phase, clubs are the soaring rule. And besides winning first in the design contest, clubs were most prominent in tales of soaring success. From the University of Michigan and Massachusetts Institute of Technology, where glider clubs are going strong, came reports of economy of operation and low cost to members that seemed to bear out the contentions of many that the club idea is the best method of getting the glider into general use.

In spite of the weather, the threat that foreign competition might run off with all the glory, Elmira's new soaring plant proved itself this year. For the first time, it turned out an exhibition of equipment and piloting worthy of the Wasserkuppe. Next year's should better. Next year, gliding should be well toward the front as a national sport.

Fly 54 Ships

foreign competition and, more than anything else, the pure sport of it all, 152 pilots and 54 ships showed up this year to soar from the crest of Harris Hill, Elmira, New York, in the Eighth Annual National Soaring Contest.

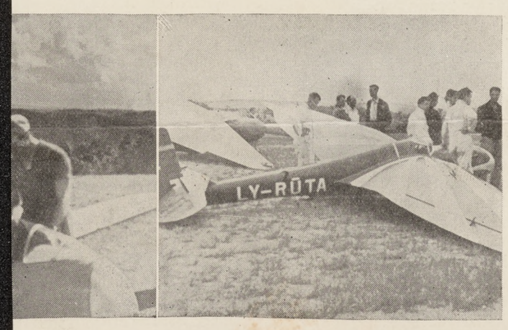
Lured by some other thing more transcendental, the wind went bounding off to other parts of the world for the nonce, either totally ignorant of or totally indifferent to the fact that the suppliant soarers below were sending out fervent incantations because they liked wind. Except for an occasional snort, in which many an entry did some right smart flying, the Eighth contest was marked by almost complete absence of really good soaring weather.

When the meet ended, or subsided, if you will, a new national champion had been crowned and an amazing amount of flying had been done, weather considered. Out in front of American pilots, but ineligible for the Edward S. Evans trophy or the championship was Peter Reidel, a German citizen. Next below him, and first American on the list was Dick DuPont, perennial championship winner who held the trophy for two years before.

In the distribution of $1,800 in cash awards for new gliders of American design, the ABC Glider Club of Detroit copped first prize, $1,000. The second award went to Ross-Stephens Aircraft Co., Hollywood. Paul and Ernest Sweitzer of Peekskill, N. Y., took third place and the rest of the money.

There were plenty of other prizes and lots of trophies, but more important to the glider industry was the fact that the meet piled up definite proof of several hallowed glider-fan tenets. As a national sport, it hit some sort of a par with Europe for the first time this year, and the relatively few pilots and ships that did manage to get to Harris Hill, instead of representing the entire glider industry, were merely the cream of it.

Enthusiasts pointed to the fact that while there were twice as many ships entered this year, there were three times as many



Opposite page, Dick DuPont's Minimoa. Left, Harvey Stephens and his Ross-Stephens, which won second place in the design contest. Left, Bronsius Oskinis' Lithuanian stunt job, which he designed himself.

It's 'Eat, Play 'n Be Happy' As Consair Force Picnic

S.D. SUN 8/23/37

"Eat, play and be happy," was the theme song of several thousand Consolidated Aircraft Corp. employes, and their families and friends, at a basket picnic Saturday at Mission Beach.

Besides swimming, boxing, wrestling and tug-of-war events, the employes were entertained by a band concert program directed by Charles Sproul.

L. L. Crawford was master of ceremonies of a floor show put on by the employes. Entertainers were C. R. Brady and his Hillbilly band, E. Jackson, Miss Bernardine Roese, Nicholas Tuevesky, Scotty Doig, Miss Adelle Trushinski, Jimmy Eaton, Miss Milton, Jimmy McCoy, Clara Tuevesky, Gwendolyn Harvey, Ernie Hodgeson, Catharine Phipps, C. V. Sheppard, Kelo Aiken, Viola May Clutinger and Diana Boone. Bill Stutsky led community singing.

Wilkins Soars Over Pole in Flier Hunt; Ice Keeps Supply Ships From Barrow

S.D. TRIBUNE 8/23/37

FAIRBANKS, Alaska, Aug. 23 (A.P.)—A message intercepted by the Pacific Alaska Airways radio station here today reports Sir George Hubert Wilkins, explorer, has flown over the north pole in his search for the missing Russian transpolar fliers, who vanished a week ago on a flight from Moscow to the United States.

Wilkins' message gave no details. He left Coppermine, N.W.T., in the Canadian arctic, yesterday and was expected to base at Aklavik, a trading post at the mouth of the MacKanzie river.

(Wilkins is flying a plane built in San Diego by the Consolidated Aircraft Corp.)

SITKA BECOMES ALASKAN DEFENSE KEY AS AIR BASE

S.D. SUN 8/23/37

Six Planes, 85 Men Ordered To Northern Station; U. S. To Keep Sandpiper In Alaska

Plans to establish a permanent air base at Sitka, Alaska, as reported to The Sun by the United Press from Seattle, indicate the growing strategic importance of this country's northernmost territory, it was pointed out in local Navy circles today.

Six seaplanes of Patrol Squadron 16, commanded by Lieut.-Comdr. Carleton C. Champion, who was formerly stationed in San Diego, have been assigned to the Sitka base, and a total of 85 men will man this station, it was reported from Seattle.

Six Ships At Seattle

Sitka thus will have a force of seaplanes equal to that based at the Sand Point Air Station, Seattle. Only six airboats of Squadron VP-17 remain in Washington.

Rehabilitation of Navy property at Sitka, on the southeastern shore of the Gulf of Alaska, has been going on during the summer, and that site was used as a base of operations during maneuvers of 30 Consolidated-built patrol bombers in Alaska waters last month.

A bill introduced into the House of Representatives recently by Delegate A. J. Dimond of Alaska authorizes appropriation of $100,000,000 for construction of an operating base, to be located in Alaska or the Aleutian Islands.

Sandpiper Remains

In presenting his bill, Mr. Dimond pointed out that the farthest of the Aleutian Islands is little more than 600 miles from the Japanese archipelago and represents the "most logical point of attack from that source."

The San Diego-based aircraft tender USS Sandpiper, which was originally scheduled to return here from its northwest maneuvers last Tuesday, is instead serving as base ship at Sitka for the present.

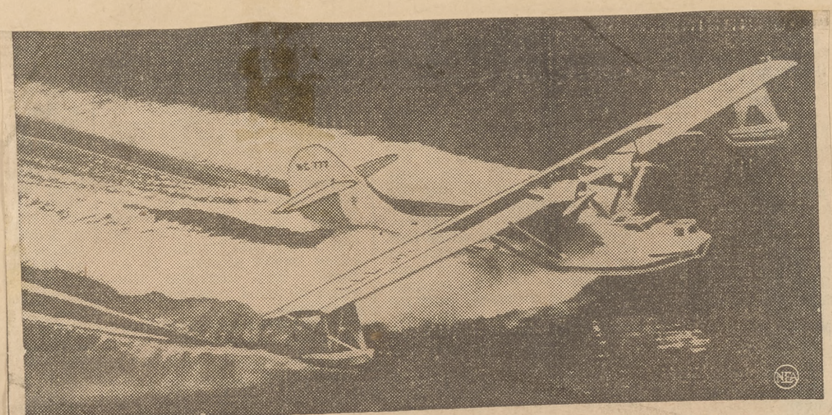
Rear Adm. Ernest J. King, com-

S.D. UNION 8/24/37

S. D. FLYING BOATS GOING TO PANAMA BASE IN JANUARY

Fifteen Consolidated airboats will fly from San Diego to Panama in January for basing at the naval air station at Coco Solo, fleet patrol wing officers announced yesterday. Exact date of departure will be determined by delivery of the seaplanes from the Lindbergh field factory and weather conditions along the 2000-mile air route.

Offshore tactical operations which were scheduled to be held by squadrons of the fleet patrol wing basing at San Luis Obispo next month, have been canceled. The Wright and Langley were to have sailed for the northern port Sept. 10.

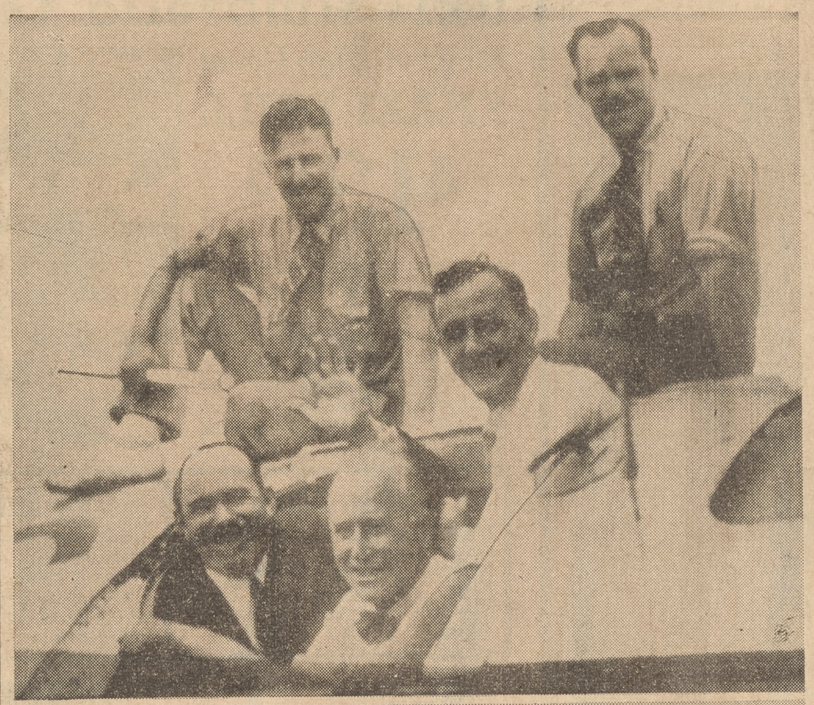


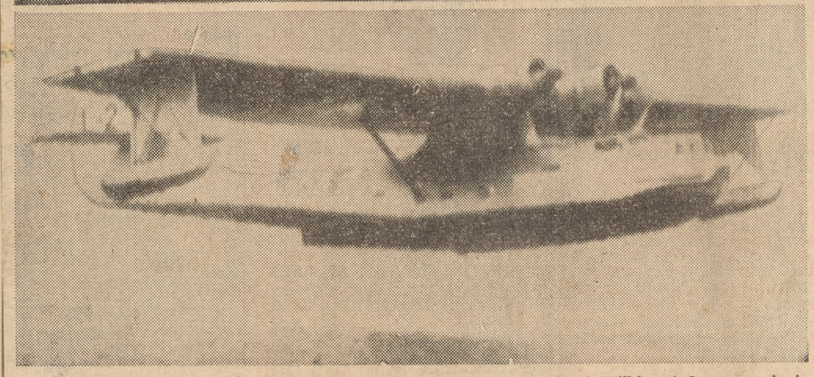
San Diego aviators and a huge San Diego-built seaplane are in the vanguard of the intensive search for five Russian fliers missing in the Arctic. At top is the plane of James Mattern, who learned to fly in San Diego more than a decade ago, just before its takeoff from Oakland. Mattern is shown below the plane, with his co-pilot, J. S. U. Jones, at right. In picture at upper right is Joe Crosson, San Diego aviator who is the far north's most famed "mercy flier," and directly below him are Clyde Armistead, left, and S. E. Robbins, right, other daring airmen in the hunt. Below is the Consolidated PBY-1 airboat which is being piloted over the Arctic tundra by Sir Hubert Wilkins and a crew of four. This is the craft which made the first non-stop flight of a seaplane across the U. S., from San Diego to New York, last June.

S.D. SUN 8/21/37

S.D. SUN 8/30/37

S. D. Airboat Joins Arctic Search





A San Diego-built airboat, shown above, and its crew, led by Sir Hubert Wilkins, today was winging toward the frozen tundra of the Arctic to search for five Soviet fliers missing on a flight from Moscow to Fairbanks, Alaska. The plane was built by Consolidated Aircraft Corp. for Richard Archbold, New York explorer, who disposed of the airboat to the Russian government this week. In cockpit just before leaving a Long Island airport on their perilous flight are, left to right, Sir Wilkins, Hollick-Kenyon, pilot; Raymond Booth, radioman. Standing, left to right, are Jerry Brown, machinist, and Russell Rogers, pilot.

Explorer Archbold In S. D. For New Consair Airboat

Richard Archbold, 30-year-old tropical explorer, whose $250,000 Consolidated-built airboat was sold this week to the Russian government, arrived here by plane from New York this morning to supervise construction of a more advanced type seaplane he will use in an expedition to Dutch New Guinea next winter.

The Soviet government commissioned Sir Hubert Wilkins and a crew of four to use Archbold's former plane to search for six Russian fliers missing in the Arctic.

Archbold, who flew his airboat non-stop from San Diego to New York last June, will receive his new plane November 1. It will be similar to the powerful PBY-2 patrol bombers now under construction for the Navy, according to Consolidated officials.

A telegram from Russell Rogers, who is helping Wilkins pilot the rescue plane to Aklavik, Northwest Territory, notified Consolidated officials today that the noted polar explorer is "more than satisfied with the airboat's performance."

6 DIE IN S. D. NAVY AIRBOAT CRASH

S. D. PLANE SKIRTS POLE IN VAIN HUNT

Wilkins Covers 1500 Miles Without Finding Trace of Russians; More Airmen Join Widespread Search.

BARROW, Alaska, Aug. 23 (A.P.) — Sir George Hubert Wilkins, noted Australian Arctic explorer, flew over the bleak polar regions today without sighting Russia's six missing aviators, objects of a widening search at the top of the world.

In the huge flying boat Guba, built at the Consolidated aircraft factory at San Diego, Sir George made a perilous flight from Coppermine, N. W. T., along the 148th meridian as far as the 78th parallel, close by the North Pole, before fog forced him to return, he advised the Soviet embassy in Washington.

Three Ships Tuned Up

It was estimated he flew nearly 1500 miles in vain search for the airmen, who disappeared Aug. 13 on a 4000 mile Moscow-Fairbanks flight which would have taken them along the 148th Meridian after crossing the pole.

In Moscow, Soviet airmen tuned up three huge searching planes to hunt Sigismund Levaneffsky and his companions before the approaching arctic winter throws darkness over the frozen polar cap. Provisions for months were placed aboard the craft.

In Barrow, American pilot Jimmy Mattern, grounded by bad weather, considered the advice of his backer, M. L. Benedum, Pittsburgh oil operator, to use his "own judgment" in obtaining another refueling plane. Mattern's refueler cracked up Saturday in a swamp south of Fairbanks.

Canadian Awaits Orders

Canadian pilot Bob Randall of Edmonton, Alta., awaited orders from his employers before continuing his search of the north Atlantic coast in a plane chartered by the Soviets.

The Soviet pilot Sadkoff and his hydroplane crew were grounded here with Mattern and Randall. The Soviet icebreaker Krassin, bearing three planes, was hidden in fog off the Barrow coast.

The Moscow searchers, veterans of Arctic flying, were Mihail Vodapyanoff, Vasily Molokoff and Anatolii Alexieff. They planned to fly about 15 miles apart from Fudolf island, far northern Soviet air station, across the pole to Alaska.

Pilot King Baird, flying a huge amphibian plane with radio equipment for the Russians, left Juneau for Fairbanks via Whitehorse, Y. T., late today.

SIX DIE AS NAVY AIRBOAT STRIKES WRECK IN LANDING

(Continued from Page One)

second class, attached to the Rigel, and two other sailors clambered on to the plane.

Their way lighted by searchlights, the three sailors sought for living men or bodies. They saw a man's head and shoulders above the water inside the plane.

At that instant a spark flashed gasoline on the water into an inferno about the sailors, the plane and rescue craft. The three sailors dived from the plane.

A navy tug's crew put out the flames with fire extinguishers and pulled aboard the three sailors, who returned to rescue work a few minutes later.

Body Sighted, Lost

One of the Rigel's launches put grappling hooks on the crumpled starboard wingtip, floating about 15 yards from the plane which was about 60 feet from the Narwhal's hulk.

Efforts to bring the wingtip out of the water became frantic when a sailor said he saw a man's legs entangled in the wreckage. When the wingtip was hoisted aboard the Mary Ann, salvage craft from the naval air station, no body was found.

The wingtip was the only damaged part of the plane visible to the rescue party. The Mary Ann and the navy tug YMP3 had lines on the fuselage early today.

Capt. McCandless said efforts were being made to raise the forward part of the fuselage so rescuers might reach the four missing bodies.

A naval board of inquiry composed of high ranking officers in this area was scheduled to meet today to investigate the crash and report to the navy department at Washington, D. C.

There was no loud shouting of orders among the boats clustered about the great black hull, turned coffin-like to the night sky.

Covered with blood, muck and oil, Capt. Candless spoke quietly, calmly. His men obeyed each order with dispatch and precision.

Forced Landing Indicated

Fliers from North Island arrived in boats. They joined the rescue parties. Their faces were white, taut, solemn under the lights' glare.

Members of the rescue party said it was unusual for such a large plane to make a landing so near shore in shallow water. Fliers said the plane probably was not making a practice landing.

"Forced landing," was the unofficial comment of fliers.

A statement issued by naval officials before recovery of Purdy's body follows:

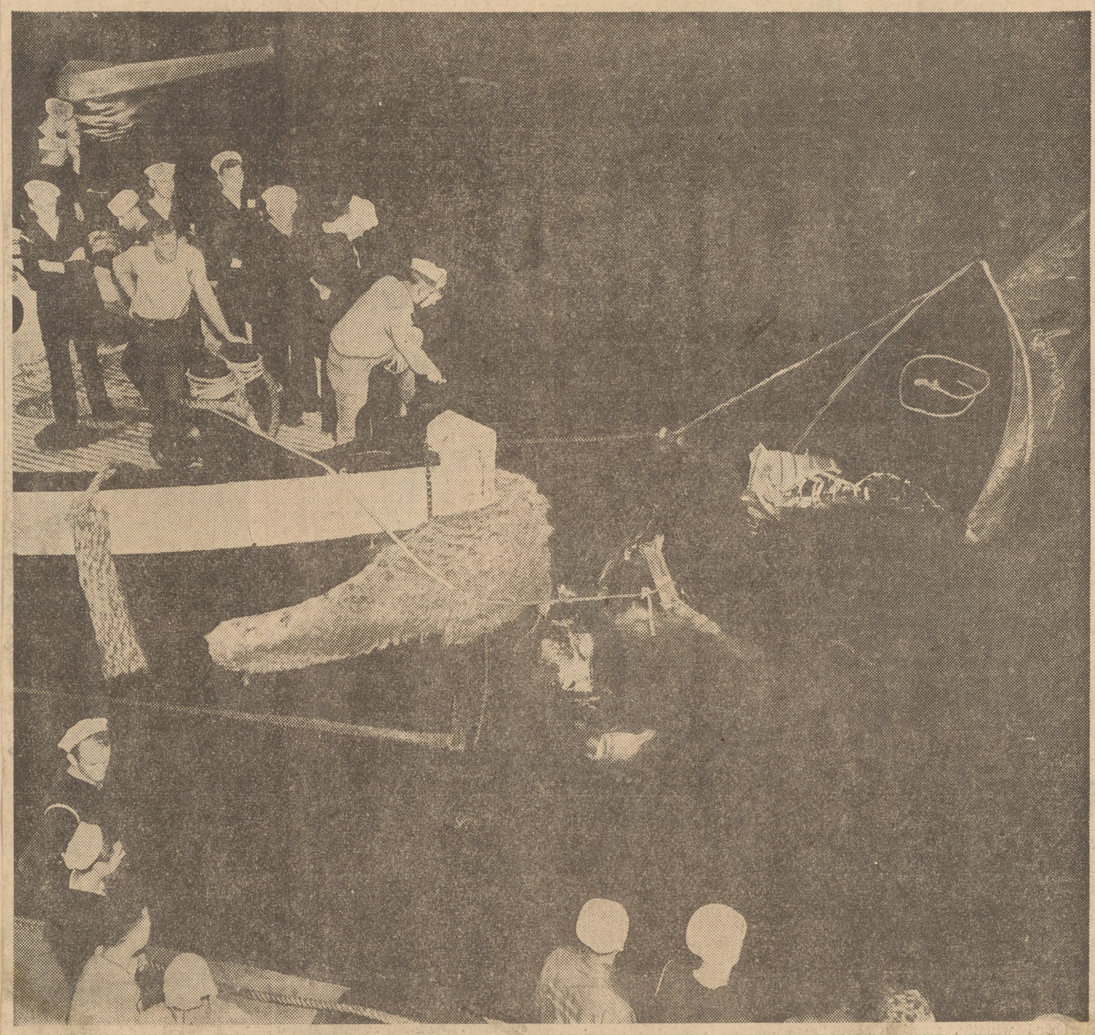
"At about 7:40 p. m. PBY-1 airplane, assigned to patrol squadron 2, crashed in lower San Diego bay south of destroyer base, shallow water near eastern shore. Cause of crash unknown. Airplane was engaged in local routine practice flight.

"Blackman, J. W., aviation ordnanceman second class, and Dougherty, T. P., aviation machinist's mate third class, were taken to Naval hospital. One unidentified body recovered and taken to Naval hospital at same time.

"Other members of the crew are unaccounted for at the present time. Rescue party from U. S. S. Rigel, destroyer base and naval air station are at the scene of the crash. Names of remainder of crew are:

"Lt. Walter C. Dey jr., Lt. (jg) Ford L. Wallace, Lt. (jg) William M. Freshour, R. Fall, aviation chief machinist's mate; R. M. Purdy, radioman second class; H. K. Bryan, radioman third class, naval aviation pilot."

Crew Grapples for Death Burden in Murky Waters



Union Photos—Crable.

Hawsers from the navy tug YMT-3 hold part of the giant flying boat's fuselage above water. Sailors in the foreground are on the deck of the Mary Ann, Naval air station salvage craft. The starboard wingtip is seen at upper left.

PLANE HITS SUBMERGED HULL IN BAY

Big Ship Carrying 8 Plunges To Bottom With 4 Bodies; 2 Survivors Are Injured, Third Expires at Hospital.

Six navy fliers died and two were injured when a giant new patrol flying boat crashed in the lower San Diego bay south of the destroyer base at 7:40 o'clock last night.

Dead or unaccounted for:

Lt. Walter C. Dey jr.

Lt. (jg) Ford L. Wallace.

Lt. (jg) William M. Freshour.

R. Fall, aviation chief machinist's mate.

R. M. Purdy, radioman second class.

H. K. Bryan, radioman third class, naval aviation pilot.

Injured:

T. P. Dougherty, aviation machinist's mate third class, severe shock, multiple lacerations.

J. W. Blackman, aviation ordnanceman second class, slight injuries.

Craft Noses Over

In the first major accident of the new Consolidated flying boats, plane 3 of VP-2 squadron, attached to North Island, was landing and apparently struck the partly submerged hull of the Narwhal, abandoned whaling ship, and nosed over in about eight feet of water 250 yards from the foot of Ninth st., National City.

Blackman, Dougherty and a third flier were taken from the plane by rescue parties and transported to naval hospital by ambulance. The third flier was pronounced dead at the hospital. His body was unidentified.

Purdy's body was recovered soon before midnight and taken to Benbough's mortuary. Rescuers were attempting to reach the bodies of two other fliers visible in the wreckage.

Mystery surrounded the cause of the crash. Naval officials said the plane was engaged in "local routine night practice flight."

When the first rescue boats arrived with Capt. Byron McCandless, destroyer base commander, an unidentified pleasure boat was near the fuselage and had one of the three rescued men aboard. The man was placed in one of the Rigel's launches.

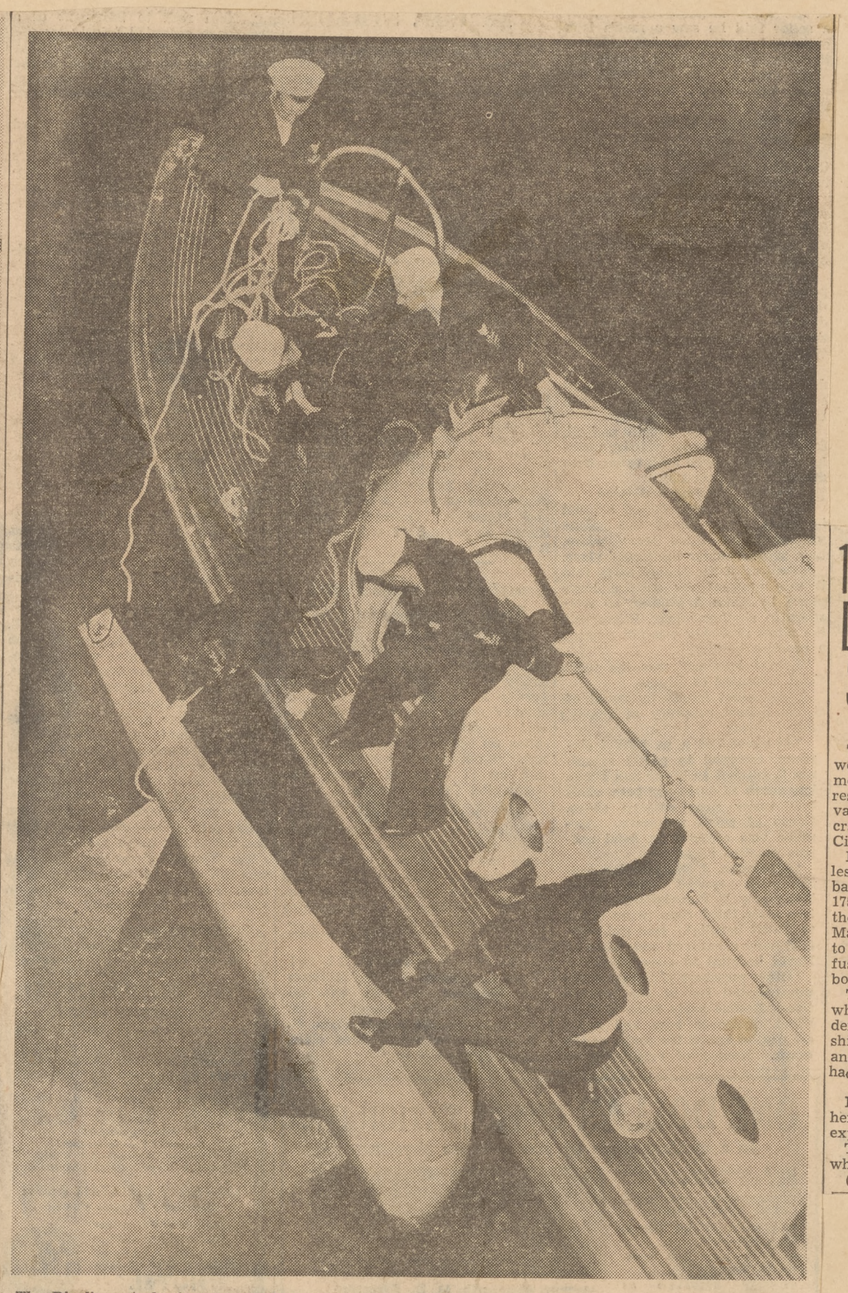
Frees Self From Wreck

Capt. McCandless ordered his boat alongside the fuselage. One of the plane's crew was sighted in the dark water, his head bobbing back and forth like a float. He was pulled aboard. Another flier suddenly shot up from the water after he had apparently freed himself. He was taken aboard. The three rescued men were sped by motor boat to the destroyer base and from there to the naval hospital.

The fuselage was still afloat when Jules Levendahl, musician

(Continued on Page 2, Col. 2)

Jules Levendahl, musician second class and navy sprinter, attached to the Rigel, who with two shipmates narrowly escaped death in a rescue effort.



The Rigel's motorboat crew puts a line on the crumpled starboard wingtip, apparently torn loose in the crash.

175 HEROES RISK DEATH IN FRANTIC SEARCH OF WRECK

By JOE KNEFLER

The sullen, gray waters of the bay were lighted last night by a timid moon and powerful lights of navy rescue vessels as the work of salvaging the giant navy plane, which crashed in shoal waters off National City, got under way.

Directed by Capt. Byron McCandless, commander of the destroyer base, a rescue crew of approximately 175 men worked feverishly aboard the naval air station crash barge Mary Ann and the navy tug YMT 3 to raise the smashed and overturned fuselage which held the battered bodies of four of their comrades.

Three men, thrown from the plane when it crashed into the rotting, derelict hull of an ancient whaling ship on landing, had been picked up and rushed to the hospital. One had died of his injuries on arrival.

Flames Peril Men

Desperate chances were taken by heroic seamen and fellow fliers to expedite the gruesome salvage.

Three men narrowly escaped death when sparks from grinding metal

(Continued on Page 2, Col. 8)

175 HEROES RISK DEATH IN FRANTIC SEARCH OF WRECK

(Continued from Page One)

set fire to gasoline in the fuselage and on the surface of the water near by. They had been combing the wreckage for bodies when the flames flared.

Jules Levendahl, musician 2cl, attached to the U.S.S. Rigel, and two fellow searchers jumped into the bay. They were rescued after fire exinguishers had been employed by their companions to subdue the fire.

The plane, lying almost submerged in the shallow water, was overturned. Only the bottom of the fuselage, which held the bodies, and the two wing pontoons, were above water.

Rescuers said they found only one body in their search of the wreckage, interrupted by the fire. They reported the man was clear of the water from his waist up, but that his legs were inextricably tangled in the crumpled metal of the cabin. They found no bodies in the tail of the fuselage, they reported.

Gaunt Skeleton Looms

Close by—almost directly over—the half-submerged plane wreckage, stood the rescue vessels. About 20 yards away, looming starkly black and looking like the gaunt skeleton of some primeval sea beast, was the hull of the Narwahl, derelict vessel into which the plane is believed to have crashed.

Capt. McCandless, aided by officers of the Naval Air station in their brown flying uniforms, directed every angle of the salvage operations. Volunteer seamen, grim-faced and determined, rushed the hazardous work of securing grappling hooks and tackle to parts of the wreckage. A wing pontoon, appearing much larger at close quarters than in the air, was the first piece brought aboard the Mary Ann.

Although at first glance the scene was one of utter confusion, a closer study revealed the orderly procedure in which the men went about their heartbreaking task. Each man stuck to his appointed job, alert and efficient.

Pontoon Torn Off

Throughout the entire crew ran a grim curiosity regarding the cause of the tragedy. Although there were no lights near the partly submerged derelict, it was believed it should have been visible to the pilot of the plane in the moonlight.

Judging from the direction in which the plane landed, it must have come down cross-wind instead of into it, opposite to the usual procedure, officers said. This led to speculation that the landing may have been forced, or perhaps the plane was out of control entirely and crashed. That it hit the derelict at high speed was evidenced by the condition of the fuselage which, in the fore part, was badly smashed. The tail and wing pontoons were damaged. The right pontoon was torn free of the wing.

It was believed that many persons saw the plane fall or heard the crash, as the shoreline in the vicinity was dotted with the lights of many automobiles.

HUGE FLYING BOATS of Patrol Squadron Twelve anchored at Kodiak after flight from Seattle non-stop to Sitka, proposed new patrol plane base, and Kodiak. The return also was non-stop. Twenty-three planes of Patrol Squadrons Seven, Nine and Twelve made the flight.

(Official United States Navy photograph)

L.A. TIMES 8/22/37

L.A. TIMES 8/25/37

WHERE DEATH TRAPPED SIX NAVAL AVIATORS

Wreckage of the mammoth United States Navy flying boat Consolidated PBY-1, which brought death to six and injured two others when it fell into San Diego Bay Monday night, shown as it was raised to the deck of a salvage barge yesterday. The plane, preparing for a flight to Panama, crashed while on a routine flight. (AP) photo

L.A. TIMES 8/24/37

Five Feared Dead in Navy Plane Crash

One Body Recovered and Four Believed in Submerged Ship

SAN DIEGO, Aug. 23. (Exclusive) — At least five men are feared dead and two injured when a giant Navy flying boat crashed tonight in San Diego Bay.

The seaplane was submerged in ten feet of water in the southeastern section of the bay, 400 yards off the destroyer base.

Naval hospital attaches said that four men are believed trapped in the sunken plane. An unidentified body was recovered.

TWO RESCUED

Two who fought their way from the bombing and patrol plane were taken to the hospital.

They were J. W. Blackman, aviation ordnanceman, second class, with minor body lacerations, and T. P. Dougherty, aviation machinist's mate, suffering from shock.

The PBY-1 craft, built by the Consolidated Aircraft Corporation of San Diego, was a two-motored monoplane which had been engaged in night maneuvers after taking off from the North Island Naval Air Station.

SUBMERGED CRAFT

It was attempting to land and is believed to have struck the hulk of a submerged sea craft.

The U.S.S. Riegel picked up the survivors and one body. Navy crash boats began attempts to recover bodies of those believed inside the cabin.

The plane, which had a 105-foot wingspread, was one of the 100 purchased by the Navy this year, sixty of which have been delivered.

Twelve of the PBY planes made a nonstop flight to Honolulu in January and another twelve in March. More of the $1,250,000 flying boats recently flew to the Canal Zone.

Wilkins Begins Hunt Today for 6 Soviet Fliers

Explorer to Meet Noted Canadian Pilot in Washington

AUG 25 1937

Toronto, Aug. 17 (Canadian Press) Canadian Pilot Herbert Hollick-Kenyon announced late today all arrangements had been made for himself and Sir Hubert Wilkins, Arctic explorer, to take off tomorrow on a flight to Aklavik to search for six Russian fliers missing on a transpolar flight from Moscow.

Hollick-Kenyon will leave Toronto tonight for Washington to meet Sir Hubert. The Russian Embassy, he said, had arranged for a twin-engined plane with a cruising range of 2,500 miles to be used in the search.

The pilot, famed for his exploits with the Lincoln Ellsworth Antarctic expedition in 1934, will fly from the United States Capital with the explorer to a refueling point "somewhere" in northwestern Ontario. Then the route will be to God's Lake, Man., from which base Hollick-Kenyon will fly nonstop to Aklavik, far up in the subarctic.

Ocean Rim Searched.

Fairbanks, Alaska, Aug. 17 (AP).—A lone Canadian pilot, Bob Randall, dared frowning northern skies today to search the Arctic Ocean rim for the lost Soviet transpolar plane of Sigismund Levaneffsky and five comrades.

While low-hanging clouds, fog and rain below the Arctic Circle stymied impatient rescue fliers here, Randall was reported to have left Aklavik, Northwest Territory, and landed at Demarcation Point, on the Alaska-Canada border, to inaugurate his phase of the hunt.

The rescue fliers still were without definite word from the missing plane, which left Moscow Friday for a 4,000-mile nonstop flight to Fairbanks and last reported its exact position early Saturday morning when it was over the North Pole.

AUG 25 1937

10

Wilkins Hops Off To Hunt Red Fliers

New York, Aug. 19 (AP).—A 17-ton flying boat bearing Sir Hubert Wilkins, veterans Arctic explorer, headed into the Northwest today on the first leg of an expedition to search for six Russian transpolar fliers who have been missing since Friday.

The flying boat, the Guba, purchased by the Soviet government yesterday and equipped hurridly, took off from Long Island Sound today, paused to refuel at Toronto, then took off again for Port Arthur, Ontario.

DIVERS RECOVER BODIES OF SEAPLANE CRASH VICTIMS

SAN DIEGO, Aug. 24. (Exclusive)—Delving in the murky waters of Southern San Diego Bay, divers this afternoon brought up bodies of two of the six flyers who died when a $150,000 PBY-1 navy seaplane smashed into the half-submerged whaler Narwhal last night.

They were not immediately able to remove a third, that of Ralph Malcolm Purdy, radioman, San Diego. Those extricated from the sunken aircraft were Lieut. Walter Chester Dey, Jr., Coronado, and Lieut. William McKee Freshour, Piqua, O.

TWO CHEAT DEATH

Three other naval airmen also were killed. Two escaped death when the monster patrol boat sank after the crash.

In a morgue lay the bodies of Junior Lieutenant Ford L. Wallace, Coronado; Harry K. Brown, radioman, Bellwood, Ala., and Robert Fall, aviation machinist's mate.

Both T. P. Dougherty, machinist's mate, and J. W. Blackman, second-class ordnanceman, are in a local hospital, where authorities said they will recover.

INQUIRY ORDERED

Naval officials last night prepared for an extensive investigation of the tragedy which occurred shortly after sundown, apparently when the large plane—built by Consolidated Aircraft of San Diego—was forced down with engine trouble. Landing in water usually considered too shallow for PBY-1's, the ship ripped headlong into the abandoned whaler, overturned and sank.

Findings of the naval board of inquiry will be secret, and will be forwarded to the Navy Department at Washington.

While divers started the task of cutting the last three bodies from the twisted wreckage, navy men pointed out that yesterday's disaster was the first to overtake the service's patrol boats. Sixty have been delivered to the government.

More than thirty-six planes of this type have been ferried in mass nonstop flights to Honolulu and the Canal Zone. The ship which crashed was undergoing tests preparatory to flying to Panama in another massed delivery trip.

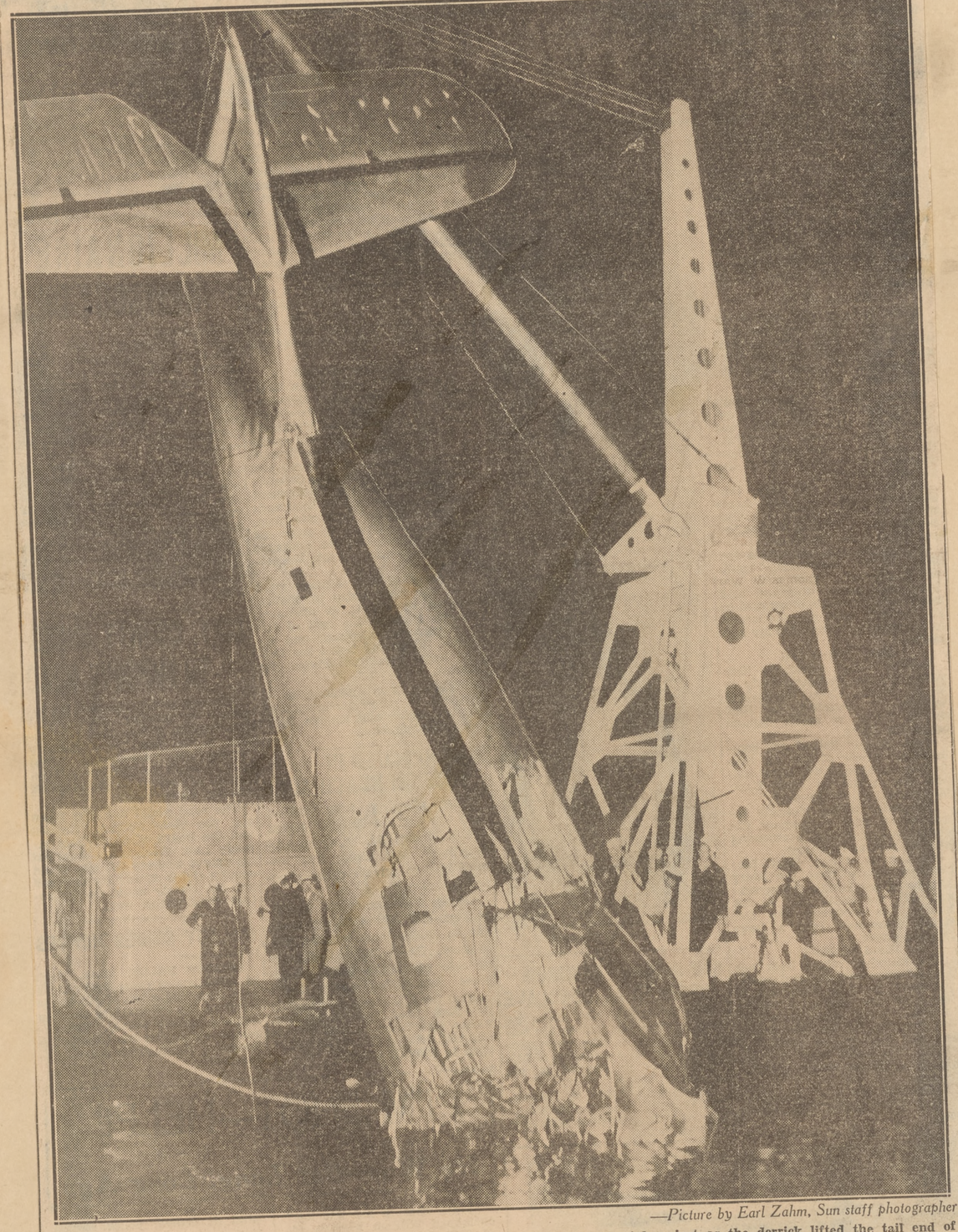
Panama Plane Crash Investigators Return

NEW YORK, Aug. 24. (AP)—The Department of Commerce aviation committee which investigated the crash of the Pan American-Grace amphibian August 2 off Cristobal returned today en route to Washington.

Miller C. Foster, assistant Secretary of the department and head of the committee, said the report will be turned in directly to Secretary Roper. He refused to comment on any findings.

S.D. Sun 8/24/37

Wreckage Of S. D. Airboat In Which Six Died



—Picture by Earl Zahm, Sun staff photographer

At midnight last night, the Navy tug Mary Ann succeeded in lifting up from the bay the fuselage of the giant Navy airboat which crashed at 7:40 p. m. and carried six men to their deaths. This photograph was taken just as the derrick lifted the tail end of the plane from the water. Inside, held fast in the wreckage, were the bodies of four Navy men. Two bodies were removed, and the body of one of the four was recovered this morning.

NAVY HUNTS 2 BODIES IN CRASH; 6 DIE

S.D. Sun 8/24/37

Bay Dragged At Scene Of San Diego Airboat Disaster; Hull Split In Two

The body of Lieut. William McKee Freshour was recovered from the waters of San Diego bay near the spot where the huge Navy flying boat crashed last night. Navy men found the body at 1:10 p. m. today.

While high-ranking Navy officials today launched an investigation into the crash of a Consolidated patrol bomber south of the Destroyer Base last night, resulting in death to six men and serious injuries to two, more than a score of sailors were dragging the bay today for the bodies of three of the victims.

The smashed hull of the 13-ton airboat, split in two, was lifted aboard the "wreck barge" Mary Ann and a floating crane dispatched from the Destroyer Base to help hoist the heavy wreckage this morning.

As the forward part of the fuselage, containing the control room, was lifted from the water, the bodies of four aviators, trapped in the splintered mass of metal, dropped into the water. Only one, that of Lieut. (jg) Ford Llewellyn Wallace, was recovered. The others disappeared.

Two Officers

Still missing are the bodies of

Pictures of victims on Page 2

Lieut. Walter Chester Dey Jr., chief pilot; Lieut. (jg) William McKee Freshour and Ralph Malcolm Purdy, radioman, 2c.

Recovered last night were the bodies of Robert Fall, aviation machinist's mate, and H. K. Bryan, radioman third class, Naval aviation pilot.

Pair In Hospital

Two other members of the crew were in Naval Hospital today, suffering serious injuries. They are T. P. Dougherty, aviation machinist's mate third class, and J. W. Blackman, aviation ordnanceman, second class.

First Airboat Tragedy

Navy officers were appalled by the sudden tragedy. It was the first fatal crash of one of the new Consolidated-built patrol bombers. The airboat was attached to Patrol Squadron Two, in training at North Island for a non-stop mass flight to Coco Solo, Canal Zone, its base.

Officers on the quarterdeck of the receiving ship USS Rigel, moored at the Destroyer Base dock last night heard the huge

Turn to Page 2, Col. 2.

S. D. SUN 8/24/37

Navy Drags Bay For Body Of 2 Fliers Killed In San Diego Airboat Disaster

(Continued from Page 1)

plane droning overhead at about 7:30 o'clock.

"The motors were not sputtering," one of them said today. "The plane was at the usual altitude of airboats performing practice flights over the bay. It did not seem to be in trouble.

Deafening Roar

Destroyer Base personnel suddenly heard a splintering roar. The airboat had turned west for landing, and in touching the water apparently had struck the almost completely submerged rotting hulk of an ancient whaling boat, the Narwhal, in about eight feet of water, 400 yards south of the decommissioned "red-lead" ships at the Destroyer Base, and about a quarter-mile offshore.

Navy officials conjectured that those at the plane's controls had not seen the obstruction until too late. The bottom of the airboat's hull smashed into the submerged "ghost ship" and nosed over into the water, eventually capsizing.

Fuselage Shattered

The entire lower part of the fuselage was ripped into ribbons. The control room was a confused, unrecognizable mass of metal.

Immediately after the crash, motor launches sped to the scene from the Destroyer Base. Thrown clear of the wreckage was one body and two other members of the

LIEUT. W. C. DEY JR.

crew, gasping for life in the murky bay waters.

The dead man was Fall. The injured were Dougherty, suffering severe shock and multiple lacerations, and Blackman, with numerous body bruises.

Rescuers Assemble

Motor launches, whaleboats, two Navy barges, the YMT-3 and YMT-54, and the "wreck barge," the Mary Ann, plowed through the

ROBERT FALL

darkness to reach the smashed plane.

Capt. Byron McCandless, commanding officer of the Destroyer Base, assumed charge of the rescue work.

The plane lay upside down and sank more and more out of sight as high tide enveloped it. Powerful searchlights from the Mary Ann disclosed only a wingtip above water.

Mute evidence of what probably caused the disaster, the jagged, submerged hulk of the Narwhal, was barely seen above water, about 50 feet from the crash.

About 75 sailors from the Naval Air Station and Destroyer Base worked feverishly attempting to secure grappling hooks to the airboat.

Danger Of Fire

A few sections after rescue operations got under way the grim spectre of an even worse disaster arose momentarily when a patch of gasoline, floating above the sunken craft, was ignited.

Sailors aboard salvage boats sprang into action with fire extinguishers and the blaze was quelled before it could do any further damage to the twisted plane wreckage, or damage any of the growing rescue fleet.

At midnight, with the tide slowly receding, the Mary Ann's crane strained with its huge burden, and the tail of the bomber was lifted from the water.

The weight was more than the Mary Ann's equipment could stand, however. With each upward pull, metal crumpled and sailors in small boats attempted to rip the hull open to gain access to the interior, where still lay five bodies.

Body Taken Out

Shortly before midnight, they pulled out the disfigured body of H. K. Bryan. Grim bluejackets handled it tenderly as they placed it in a motor launch bound for shore.

Capt. Arthur Bristol Jr., commanding officer of the Air Station, came aboard the Mary Ann late last night to help Capt. McCandless in rescue work.

The latter officer stoically remained on duty throughout the night, fatigue almost overcoming him on several occasions.

At 4 a. m. today, Capt. McCandless, noting that the Mary Ann could not handle the wreckage, left the scene for a few hours. This morning, the Destroyer Base sent over a large floating crane.

Used In Movie

The Narwhal, whose hulk was the probable cause of the disaster, was built in San Francisco in 1883, and was used as a whaler for many years, operating out of San Francisco to the Bering Sea. She was used in the filming of "Moby Dick" and later sold for use as a fishing barge off Ensenada.

Eventually, the craft was towed to San Diego harbor and left to rot.

A naval board of inquiry was to convene today to determine officially the cause of the disaster.

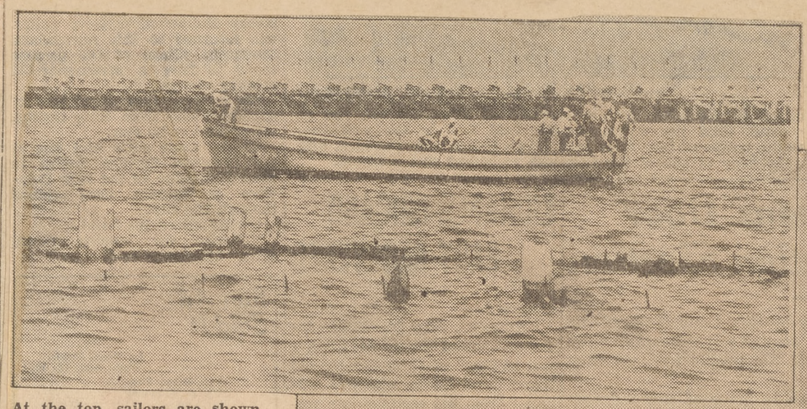
Widow Remains Up

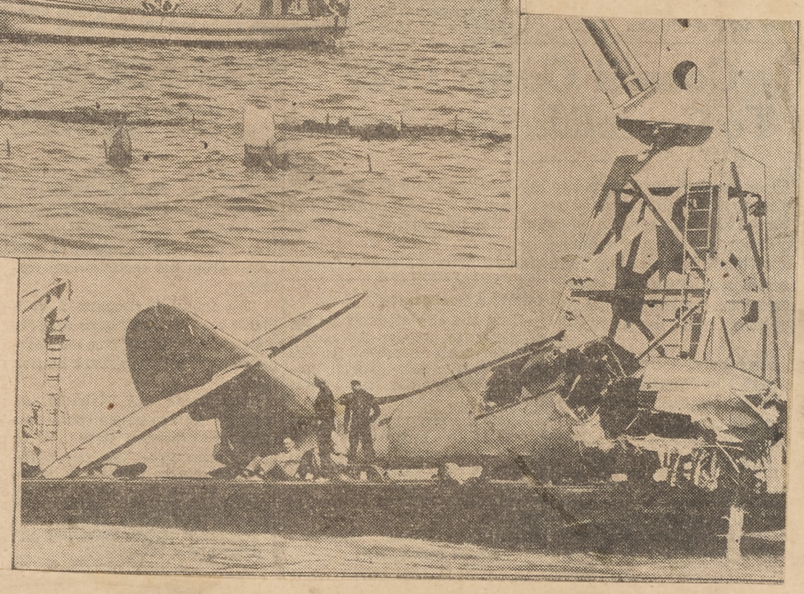
Mrs. Fall, surrounded by relatives and a few friends, remained up all night.

Her children—Bobby, 6; Richard, 5, and Raymond, nearly 3—were sent to a friend's house, unaware of their father's fate.

At 9:30 a. m. today, the Navy had not yet sent Mrs. Fall official notification of the tragedy.

Similarly uninformed was the pretty wife of Ralph Purdy, who anxiously awaited news at 1257 Eighth-av. She is the mother of a year-old baby.





At the top, sailors are shown dragging the bay for the bodies of Navy men still missing in the fatal crash of a Navy patrol plane, only a few yards from the protruding, rotted hulk of an old sailing ship which the plane evidently struck and flopped over into the bay. Below, at right, the tail end of the wrecked plane is shown after it was hoisted aboard a Navy tug.

L.A. TIMES 8/25/37

NEW AIRPLANE FACTORY PLANNED FOR LOS ANGELES

Los Angeles shortly will have another aircraft factory, according to a statement made yesterday by Josef S. J. Hlobil, president of the Lobil Aircraft Corporation.

Hlobil, an aircraft engineer formerly with Consolidated Aircraft Corporation in San Diego, said his company will specialize in military planes.

Actual construction of the first experimental plane is expected to begin within the next few weeks, with production scheduled to start in six months.

Directors of the new company are Charles T. Leigh, vice-president of Consolidated Aircraft Corporation; E. J. Rivers of North American Aviation Corporation, Gregory M. Creutz and E. J. Dickinson.

S.D. SUN 8/24/37

WILKINS OVER ARCTIC BORDER

By United Press

FAIRBANKS, Alaska, Aug. 24.—Sir Hubert Wilkins, Arctic explorer, scoured the northern coast of Canada, three other famed aviators waited here for clearing weather today before undertaking a search for six Soviet fliers missing 10 days.

Wilkins was expected to return to Aklavik, a native village at the mouth of the MacKenzie River. He left Coppermine, in the Canadian Arctic, yesterday. Wilkins' plane, an airboat built in San Diego, has a cruising range of 4000 miles.

Jimmy Mattern, American pilot, Bob Randall, veteran Canadian aviator, and Soviet Pilot Zadkoff remained at remote Point Barrow as fog shrounded the area and rain was reported to the north.

King Baird, piloting a Sikorsky amphibian plane, planned to take off from Juneau today for Fairbanks. His plane will be used to refuel Mattern's in mid-air.

S.D. UNION 8/26/37

WILKINS OVER POLE

COOPER MINE, N. W. T., Aug. 25 (I.N.S.)—Sir Herbert Wilkins headed his band of mercy fliers over the North Pole today in his Soviet-owned plane piloted by Herbert Hollick-Kenyon, noted Canadian Arctic explorer. The huge boat was loaded with 720 gallons of gas. The weather was hazy and flying conditions were poor. Sir Herbert intends to land at Aklavik for refueling.

EX-CONSAIR EXPERT PLANS PLANE PLANT

Josef S. J. Hlobil, former engineer with Consolidated Aircraft Corp. here, today announced in Los Angeles that his aircraft company, the Lobil Aircraft Corp., will build a plant in Los Angeles to specialize on military planes, the United Press reported to The Sun.

Hlobil formerly was in charge of an engineering unit at the San Diego aircraft concern. His plan to build a Los Angeles plant was believed to have been caused by the large demand for military aircraft, brought on by world-wide war scares. S.D. SUN 8/25/37

Four Bay Crash Victims Drowned, Coroner View

S.D. Union 8/25/37

NAVY COURT OF INQUIRY CONTINUES

Lt. Freshour's Skull Shattered; All Six Bodies Recovered; Wreck Hoisted From Water, Under Guard.

Twisted wreckage of a giant naval patrol plane and the split-second impressions of two survivors of Monday night's plane crash in which six naval fliers died will be examined minutely by a court of inquiry this morning as high ranking naval officers probe into the cause of the first fatal accident involving locally manufactured Consolidated Aircraft Corp. flying boats—longest arm of the national air defense.

Bodies of the six victims were recovered from the bay yesterday afternoon as the court held its first session in an effort to pierce the mystery of the tragedy that occurred when the giant plane apparently raked her bottom off when she struck the almost submerged hulk of the one-time whaling ship Narwhal, rotting in the bay off National City.

Aviators Trapped

Developments yesterday included discovery that four of the victims, apparently knocked unconscious by the impact or unable to extricate themselves from the wreckage, drowned after the ship crashed.

At Naval hospital condition of two survivors, J. W. Blackman, aviation ordnanceman, 2c; and T. P. Dougherty, aviation machinist's

(Continued on Page 2, Col. 6)

S.D. UNION 8/25/37

NAVY CONTINUES INQUIRY COURT IN BAY TRAGEDY

(Continued from Page One)

mate, 3c, was reported improved last night and doctors said if they are strong enough today, they would be allowed to testify before the inquiry court. The doctors said they were suffering from shock, bruises and exposure, but had no serious injuries. They were not allowed to give out any details of the crash.

Under glaring floodlights, naval rescuers aboard the crash boat, Mary Ann, and other small craft, worked all night Monday in a vain effort to recover bodies of five of the victims. The body of Robert Fall, aviation chief machinist's mate, 1c, was recovered at the time of the crash, and he was hurried to Naval hospital where he was pronounced dead.

First Flier Reached

Just before midnight, rescuers hacked through the wreckage to reach Harry K. Bryan, radioman 3c, At dawn, efforts to reach the other four men still were unavailing and a huge floating crane was sent from the destroyer base. Wreckage of the plane, broken and crumpled, was hoisted aboard the Mary Ann, and as it lifted from the water three of the four bodies slipped into the water.

While the wreckage was taken to Naval Air station where it was placed under guard, boat crews operated grappling hooks in an effort to recover the bodies. Soon after 1 in the afternoon bodies of Lt. Walter Chester Dey jr., 352 A ave., Coronado; Lt. (jg) Ford L. Wallace, 717 Eighth st., Coronado, and Lt. (jg) William McKee Freshour, 247 Alameda ave., Coronado, were lifted from the water within a few minutes of each other.

It was not until almost 5:30 in the afternoon that the remaining victim, Ralph M. Purdy, radioman 2c, was brought to the surface by the grapplers. Due to an error in identification, naval officials announced Monday night that Purdy's body was the first recovered.

Insignia Misread

Investigation yesterday disclosed that a mistake had been made in reading the insignia, as both he and Bryan were radiomen.

Conjecture as to cause of the crash was voiced by many yesterday. Naval officials said the part of the bay in which the ship crashed was used often for night landing and take-off practice, though the ships never landed close in where the hulk of the "haunted" whaling ship lay.

Several experts who refused to be quoted said in their opinion the ship was landing in routine practice and that the pilots became confused and tried their landing too close to shore. Apparently the 14-ton flying boat, traveling at almost 100 miles an hour, struck the jagged edges of the submerged hulk just as it settled on the water.

Officers who examined the wreckage said the ship was a mass of twisted metal, but apparently it had been operating all right up to the time of the crash. After striking the hulk, it nosed over into the bay in about 8 feet of water. When rescue ships arrived from destroyer base, the plane was only partly visible.

A. E. Gallagher, deputy coroner, who examined the bodies, said all of the victims except Lt. Freshour and Bryan had drowned. He said Lt. Freshour apparently had died from a severe blow on his head which had removed the top of his skull. The body of Bryan was burned severely, Gallagher said.

Court Listed

The inquiry court conducting the naval investigation of the crash, which took the heaviest toll of lives of any crash here in the last five years, was headed by Comdr. M. A. Mitscher, senior officer. Comdr. Elliott Buckmaster, Lt. Comdr. J. K. Gordon, medical corps, and Lt. Comdr. B. L. Braun, judge advocate, completed the court.

Wreckage of the $150,000 plane was taken to a hangar at Naval Air station where it was placed under guard until members of the court have time to examine it.

The ship was delivered to the navy several months ago, naval officials said, by Consolidated Aircraft Corp. It had been put through rigorous tests and had shown no defects. It was identical with long range patrol boats which recently made flights from here to Hawaii and to the Canal Zone, officers reported.

Lt. B. E. Grow, who said he had been designated to act for the navy, announced last night that plans were being made for a mass funeral for the six victims which probably will be held at Benbough's mortuary, where the bodies were taken yesterday, some time tomorrow. He said bodies of all the men but one would be sent to home states for burial, according to preliminary plans.

Gallagher said civil authorities would make no further investigation of the crash and that the coroner's office would not conduct an inquest.

DRIPPING WING, BROKEN FUSELAGE LIFTED BY CRANE

Twisted steel, wooden splinters and rags were all that were left of the giant $150,000 naval flying boat which carried six men to death Monday night in the shallow water of the bay off National City. A naval wreck crew is hoisting a dripping wing and part of the plane's fuselage by crane to the deck of a barge. An official probe of the crash got under way yesterday and is to be continued by high ranking naval officers today.

S. D. Union 8/25/37

"Guba" in Hunt For Lost Russian Fliers

Sold to Sir Hubert Wilkins, noted Arctic explorer, the Consolidated flying boat "Guba" of Richard Archbold's, this week presumably was cruising around in the polar area in the hunt for the lost Russian fliers attempting a hop from Moscow to this country over the pole.

Archbold's sale of the $250 000 craft in which he had intended explorations for the American Museum of Natural Research came as a surprise to local observers, but Consolidated officials quickly announced another, and similar, craft is being built for him now, at the local factory.

The "Guba," a PBY type of boat used by the Navy for its long-range operations, made aviation history when it was piloted across the continent in slightly more than 17 hours, recently. That was the first flight across land of a flying boat.

S.D. Club Life 8/25/37

You don't hear much ballyhoo any more about Consolidated filling big contracts for the Navy, but Maj. R. H. Fleet's concern will continue to make those big boats for the service for some time. There's a good reason: Consolidated is the only firm in the country having the thousands and thousands of dollars worth of dies and patterns for that type of craft. No other firm can bid under them, with a head start like that.

S.D. Club Life 8/25/37

U. S. BOMBERS HOP FOR ALASKA BASE

S.D. Sun 8/26/37

By United Press

SEATTLE, Wash., Aug. 26.—Six Consolidated-built U. S. Navy patrol planes of Squadron 16 took off from Lake Washington at 7 a. m. today for a nonstop flight to Sitka, Alaska.

The planes were under command of Lieut. Comdr. C. C. Champion. Weather was good and the ships expected to make the flight in about nine hours.

It was the Navy's second movement of planes to Alaska this year, 23 patrol bombing planes that flew here from San Diego went to Sitka and Kodiak.

S.D. UNION 8/25/37

NAVY BAY CRASH PROBE CONTINUES AS RITES PLANNED

Activities of the naval court of inquiry probing the crash of a giant PBY flying boat in the harbor Monday night were shrouded in secrecy yesterday while plans went forward for funerals for the six victims.

The two survivors, T. P. Dougherty, chief machinist's mate, and J. W. Blackman, aviation ordnanceman 2c, who escaped with minor injuries when the landing airboat crashed into the hulk of an abandoned whaling ship, were not questioned by the inquiry court yesterday. Wreckage of the flying boat still was being held under guard at North island last night.

It was understood through unofficial sources that the inquiry court would continue today and probably tomorrow.

Meanwhile, funeral arrangements for Lt. (jg) Ford L. Wallace, Youngstown, O., were completed. Services are to be held at 2 this afternoon in Benbough Mortuary chapel, Chaplain Thornton Miller officiating. Full military services will be conducted with a military guard at the graveside at Pt. Loma National cemetery.

Flags of all ships in the harbor will be lowered to half-staff for an hour in the afternoon, in honor of the six victims.

Plans for holding a mass funeral for the six apparently were abandoned by naval officials yesterday afternoon and the body of Lt. (jg) William M. Freshour was sent to Piqua, O., where funeral services will be held. Plans for funerals of Harry K. Bryan, radioman; Lt. W. C. Dey jr.; Robert Fall, chief machinist's mate, and Ralph M. Purdy, radioman, were being made but were not complete, officials of Benbough's mortuary, where the bodies were taken after the crash, said.

Finding of the inquiry court, naval officials said, will be secret, and will be forwarded to the navy department in Washington. Reasons for the fatal crash and the exact manner in which the accident occurred have not been disclosed as yet, though some officers said they believed the plane crashed into the rotting hulk while practicing landings and take-offs in night flying.

BOARD VIEWS PLANE WRECK

S.D. Sun 8/25/37

Navy Probes Cause Of Crash Fatal To Six

The twisted, crumpled wreckage of a giant Navy patrol bomber was under guard in a hangar at the North Island Naval Air Station today while a board of inquiry continued an investigation of the crash which killed six naval fliers and injured two.

Findings to Be Secret

The board of inquiry, headed by Comdr. M. A. Mitsher, captain of the U.S.S. Wright, flagship of Rear Adm. E. J. King, commander of Aircraft Base Force, was to examine the wreckage today.

Findings of the board will be secret and will forwarded to Washington as soon as the officers reach a decision.

Four of the six victims died of drowning, apparently after being knocked unconscious and trapped inside the hull.

Survivors Improving

The two survivors of the crash—worst in the history of Naval aviation at this largest of all U. S. Navy flying centers—were improving at the Naval hospital. It was indicated the board of inquiry would question them as soon as attending physicians indicate the men are sufficiently recovered to stand the ordeal.

From these two, J. W. Blackmen, aviation ordnanceman, 2nd class, and T. P. Dougherty, aviation machinist's mate, 3rd class, the board of inquiry hopes to be able to ascertain with a reasonable

Turn to Page 2, Col. 7.

Bomber Wreckage Viewed By Board; Findings Secret

(Continued from Page 1)

degree of certainty the cause of the fatal crash.

Those who died when the plane raked the rotting hull of the old whaling ship Norwhal, were Lieut. Walter C. Dey Jr.; Lieut. (jg) Ford L. Wallace; Lieut. (jg) William M. Freshour; Ralph Purdy, radioman, 2nd class; Harry K. Bryan, radioman, 3rd class, and Robert Fall, aviation machinist's mate, 1st class.

It was estimated by officers the plane was traveling at approximately 100 miles per hour when it hit the wreckage.

Four of the six bodies were recovered yesterday morning and afternoon, after they had slipped back into the bay when the wreckage of the plane, split in two, was hauled out of the water.

Last body to be recovered was that of Purdy, about 5:30 p. m.

The body of Lieut. Freshour was to be shipped at 3 p. m. today to the home of his mother, Mrs. W. M. Freshour, of Piqua, O. The body will be escorted east by his sister, Mrs. Arthur Jessop of San Diego.

Plans were completed today at Benbough funeral parlors for shipment of the body of Bryan to Bellwood, Ala., home of his father, Aaron Bryan; of Purdy, to Keyport, N. J., and of Fall, to Milton, Fla.

Funeral services for Lieut. Wallace will be held at 2 p. m. tomorrow in Benbough funeral parlors, with Chaplain Thornton Miller officiating. Interment will take place at Ft. Rosecrans national cemetery. Arrangements were being made today on the funeral of Lieut. Dey Jr.

Though the coroner's office took charge of the bodies, no further civil investigation will be conducted, Coroner Chester D. Gunn said. A civilian inquest will not be held.

DIVERS RECOVER BODIES OF SEAPLANE CRASH VICTIMS

L.A. Times 8/25/37

Illustrated on Page 20, Part I

SAN DIEGO, Aug. 24. (Exclusive)—Delving in the murky waters of Southern San Diego Bay, divers this afternoon and tonight brought up bodies of two of the six flyers who died when a $150,000 PBY-1 navy seaplane smashed into the half-submerged whaler Narwhal last night.

Those extricated from the sunken aircraft were Lieut. Walter Chester Dey, Jr., Coronado; Lieut. William McKee Freshour, Piqua, O., and Ralph M. Purdy, radioman, second class, of San Diego.

TWO CHEAT DEATH

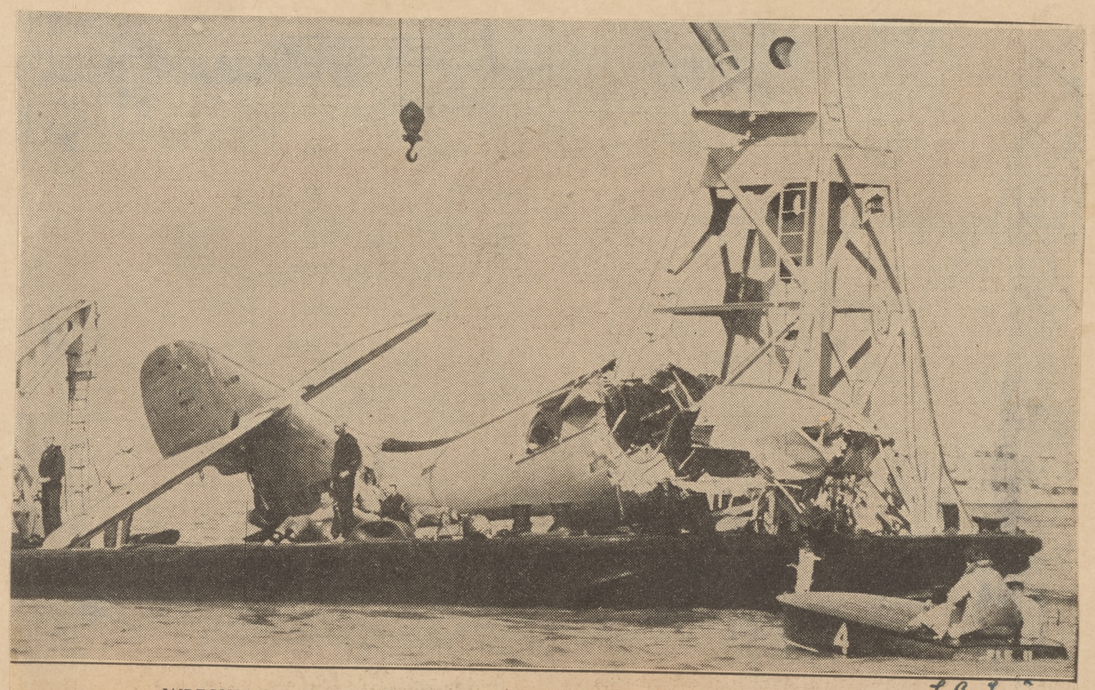
Three other naval airmen also were killed. Two escaped death when the monster patrol boat sank after the crash.

In a morgue lay the bodies of Junior Lieutenant Ford L. Wallace, Coronado; Harry K. Brown, radioman, Bellwood, Ala., and Robert Fall, aviation machinist's mate.

Both T. P. Dougherty, aviation machinist's mate, third class, and J. W. Blackman, second-class ordnance man, are in a local hospital, where authorities said they will recover.

INQUIRY ORDERED

Naval officials last night prepared for an extensive investigation of the tragedy which occurred shortly after sundown.



WRECKED NAVY PLANE TAKEN FROM SAN DIEGO BAY AFTER FATAL PLUNGE L.A. Times 8/25/37

From the waters of southern San Diego Bay the Navy yesterday raised the twisted wreckage of a new Navy seaplane which carried six men to their death Monday night when it plummeted into the water after striking the half-submerged whaler Narwhal. Two other members of the ship's personnel were injured but will recover.

S.D. UNION 8/27/37

RUSS PLANE DOWN IN 'BLIND SPOT,' WILKINS' BELIEF

FAIRBANKS, Alaska, Aug. 26 (A.P.)—Sir George Hubert Wilkins, explorer, today refueled his big flying boat for a third and deeper thrust into the Arctic in quest of six missing Soviet transpolar fliers.

The explorer said he had concluded that Sigismund Levaneffsky and five comrades had been forced down about 500 miles from the pole, between latitudes 80 and 82 and longitudes 130 and 150.

This would indicate the Russian airmen, who vanished Aug. 13 on a 4000-mile flight from Moscow to Fairbanks, were somewhere in the east central part of the 1000-mile square "blind spot" virtually unknown to civilized man.

A flight into that area would take Wilkins farther westward than he has gone thus far in the search.

Far North Searched

Wilkins landed on Prince Patrick island, in far northern Canada, last night after making a 1500-mile hop over the Arctic wastes and going as far north as longitude 82. He then flew 600 miles back to his base at Coppermine, N. W. T., for a refueling.

The great "blind spot" never has been explored, and has been seen only by the few adventurous men

(Continued on Page 3, Col. 1)

RUSS PLANE DOWN IN 'BLIND SPOT,' WILKINS' BELIEF

(Continued from Page One)

who have made distance flights over the great polar region.

King Baird, who flew here with an amphibian plane to join the hunt, said he expected to leave for Point Barrow within a few days after having his ship thoroughly checked. He came from Anacortes, Wash.

Messages received at Barrow said Soviet Pilot Zadkoff had landed about 300 miles east of there to await better weather. Pilot Bob Randall, Canadian aviator, sent word he had flown over the grounded Zadkoff plane on his way to Aklavik, N. W. T. Randall carried a message to searchers operating out of Aklavik.

Russians in Hunt

Three Russian fliers, north bound from Moscow to carry on the search from that side of the globe, were last reported at Archangel. They intended to make a transpolar flight to Alaska along Levaneffsky's route.

Jimmie Mattern, American flier who withdrew from the search because his refueling plane was wrecked and landing facilities were inadequate for his own great craft, arrived at Juneau from Fairbanks late today and said he would "not leave Alaska until the search for the Russians is successful or proved hopeless."

"I have done all I can with my type of plane, and the search now is up to the flying boats and ski-equipped planes," he said.

In case other searchers learn the general whereabouts of the lost plane, Mattern said he would hold his long-range ship in readiness should it be needed.

"Wheeled planes (like his own) are no good along the Arctic shores or on ice," Mattern commented. "My equipment is not adapted to farther search, since I cannot take off with a full load of gasoline or refuel from the air."

Going south with Mattern were his co-pilot, Hank Jones, and the crew of the refueling plane—Garland Lincoln, pilot; Frank Tomick and Charles Marshall.

Routine Delivery

FRANK A. LEARMAN*

HAWAII FLIERS SET RECORD

Beating its own record for the 2,553 mile flight from San Diego to Honolulu established in January, the Navy today had twelve giant patrol planes over the mid-Pacific Island City at 12:10 p.m. (P.S.T.), 21 hours, 21 minutes after the takeoff from here. A similar flight January 28-29 was made in 21 hours, 48 minutes.

BY the above condensation of a long article which appeared in the San Diego Tribune of April 13 and by others similar in content, the world was informed that the Navy—and Consolidated Aircraft Corporation—had done it again. Consolidated feels more than a little justifiable pride in the accomplishment because the ships which made the gallant journey are products of their factory, PBY-1 patrol bomber airboats. Together, the efficient, courageous Navy personnel and the dependable, sturdy PBY-1's, have added another vivid chapter to the engrossing history of modern aviation.

The rapidity and ease with which the twelve huge boats took off and landed on the water was a revelation of coordination between well-trained men and properly functioning machinery. The first boat was launched, with Lieut. Claude W. Haman at the controls, at 2:14 p.m. on April 12. Within the incredibly short time of thirteen minutes, Lieut. Comdr. L. A. Pope, commanding officer of the squadron and the last one to leave, was taxiing his plane into the water. Despite the fact that each of the ships was loaded with five tons of fuel and carried crews of six and seven men, they rose gracefully and easily. Every plane was in the air at 2:49, thirty-five minutes after the beginning of operations—surely a speedy takeoff!

The squadron assembled 40 miles off Point Loma, formed a long V and, as a group, soared majestically westward toward the Gem of the Pacific.

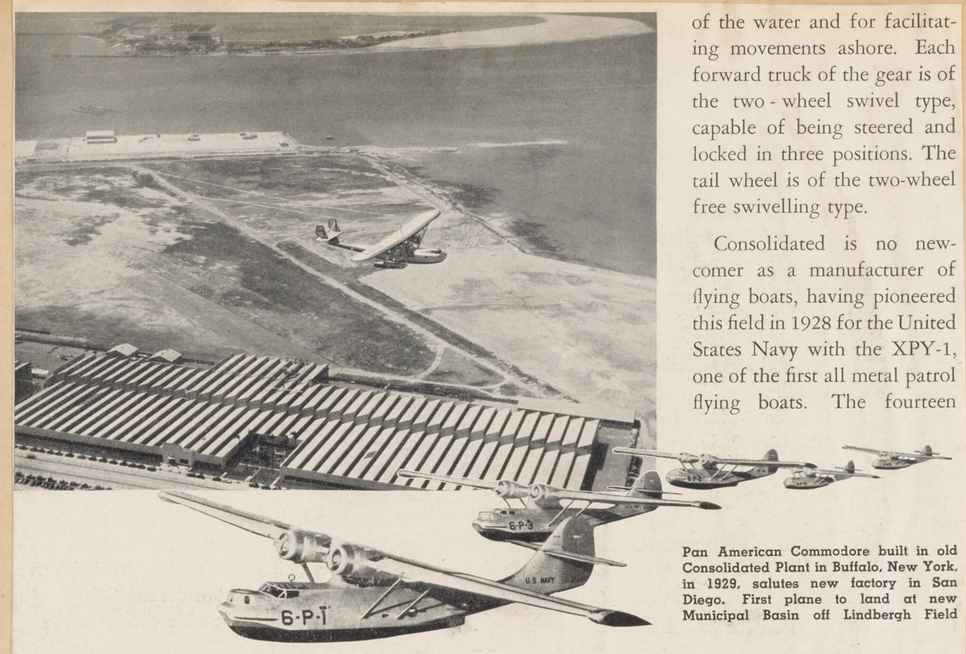
Despite the fact that the fliers encountered bad squalls when several hundred miles out from Hawaii which delayed them approximately an hour and a half, they remained in formation the entire way, maintaining a distance of about 300 feet between each ship. Reaching Honolulu at 12:10 p.m. April 13 the twelve boats, with their weary but jubilant navigators, flew in formation above the city and then settled down gently on the placid waters of Pearl Harbor.

The personnel of the ships consisted of eighty officers and men of Patrol Squadron 11. They turned the airboats over to Pearl Harbor's Patrol Squadron 8 as replacements for obsolete craft.

*Assistant to the Manager, Consolidated Aircraft Corporation.

Left to right: Lieut. W. D. Dey, Flight Officer, Lieut. Comdr. L. A. Pope, Squadron Commander, and Lieut. W. B. Whaley, Junior Executive Officer

Lower: One of the new Sperry equipped flying boats on test flight over Point Loma



Pan American Commodore built in old Consolidated Plant in Buffalo, New York, in 1929, salutes new factory in San Diego. First plane to land at new Municipal Basin off Lindbergh Field

The world has recorded another epoch-making flight, and Consolidated can bask in the reflected glow of the Navy's achievement, secure in the knowledge that they too have contributed something to the advancement of aviation.

In January, 1934, with six Consolidated P2Y-1 patrol boats, Lieut. Comdr. Knefler McGinnis made what was then the first successful seaplane flight between San Francisco and Pearl Harbor. This journey of 2,414.8 miles, which was completed in 24 hours, 45 minutes, was the longest mass formation flight in aviation history at that time.

The PBY-1 is an all metal, semi-cantilever monoplane flying boat, designed for military use as a long range patrol bomber and for commercial use as a long range transport or cargo plane. It is powered with two engines, either Wright Cyclone or Pratt and Whitney twin row Wasp. The monoplane wing is attached by a streamlined superstructure rising from the center of the hull and is braced by four streamlined struts to the hull. A readily detachable beaching gear is provided for handling the airplane in and out of the water and for facilitating movements ashore. Each forward truck of the gear is of the two-wheel swivel type, capable of being steered and locked in three positions. The tail wheel is of the two-wheel free swivelling type.

Consolidated is no newcomer as a manufacturer of flying boats, having pioneered this field in 1928 for the United States Navy with the XPY-1, one of the first all metal patrol flying boats. The fourteen Commodores, the commercial version of the XPY-1, which were built and delivered to Pan American late in 1929 and 1930, have proved to be the backbone of its system. These ships, each with approximately sixteen thousand hours of service, still are carrying passengers and freight over Pan American's widespread system.

At the present time, in addition to the 176 PBY-1's which Consolidated is building for the Navy, they are engaged in the manufacture of a commercial version of these boats for Mr. Richard Archbold, Research Associate of the American Museum of Natural History. Manned by a party of scientists led by Mr. Archbold, it will be flown to New Guinea where it will be used for taking photographs, for aerial survey work and as a supply ship. Instead of bombs this ship will drop food supplies and instead of shooting guns Mr. Archbold will shoot pictures!

Just as Pan American's routine crossings of the Pacific have changed from world news to notices of "departures and arrivals", so will the Navy's mass formation flights with PBY-1's become accepted and standard practice. The progress of aviation is studded with the gems of spectacular flights which mark the beginning of everyday operations.

S.D. UNION 8/27/37

FIRST NEW TYPE AIRBOAT FINISHED

Consolidated Aircraft officials announced yesterday the launching of the first of 50 PBY-2 airboats to be delivered to the fleet patrol wing within the next few months.

Fifteen of these seaplanes are to be flown to Panama in January to supplement the air squadrons based at Coco Solo.

Under existing contracts with the navy department, Consolidated still has to build 60 additional seaplanes, all of which are to be delivered prior to July 1, 1938.

Within the near future the fleet patrol wing will number 18 squadrons of 216 multi-motored air boats.

CANADIAN AIRMAN PILOTS GIANT RESCUE AEROPLANE ON TO AKLAVIK

After a successful flight through exceptionally bad weather, the giant clipper machine, bought by the Soviet government to aid in the search for six airmen lost in the Arctic, arrived in Port Arthur from Toronto late yesterday. Leader of the expedition is Sir Hubert Wilkins (1), who said here yesterday he expects to find the lost airmen. Pilot of the flight into the far north will be Toronto's Herbert Hollick-Kenyon, who will be assisted by Flight-Engineer Jerry Brown and Pilot Russell Rogers (LEFT to RIGHT), all experienced fliers (2). The big Guba clipper (3) sailed down to Toronto bay yesterday afternoon after making a non-stop flight from New York. After picking up Al Cheeseman, veteran pilot of the north at Port Arthur, the ship was due to fly, non-stop, to Aklavik, from where the search proper will begin.

TORONTO TELEGRAM

Noted Flyers Of 3 Nations Seek Russians

8/21/37

Costly Planes Working From Rim of Arctic Ready for Epochal Rescue Dash

Fairbanks, Alaska, Aug. 21—Rescue planes of three nations moved toward the Arctic Circle in clearing weather to-day to search for six Russians who were lost eight days ago on a flight from Moscow to the United States.

Jimmy Mattern, U.S. 'round-the-world flyer, moved up to Point Barrow, Alaska, from Fairbanks where he was grounded five days by bad weather. Mattern is eager to repay the leader of the lost Russians, Levaneffsky, for rescuing him in Siberia four years ago.

The flying boat, carrying Sir Hubert Wilkins and five companions to the Arctic, left Fort Smith, N.W.T., to-day for the Arctic coast.

The Russian ice-breaker Krassin was reported to have reached Point Barrow, carrying two planes, 14 flyer, 78 tons of aviation furs and skis, dogs, sleds and warm clothing.

Bob Randall, flyer for Canada's MacKenzie Airways, was conducting a search in the vicinity of Aklavik, a settlement within the Arctic Circle. He carried a mechanic and an Eskimo for interpreter to question natives for news of the lost plane.

A Russian plane, piloted by Vasili Zadukov, arrived at Point Barrow from Siberia to join the search.

At Barrow to-day Mattern reported he found impossible landing conditions on a 400-mile flight over the Arctic Ocean. He landed near Barrow with empty gasoline tanks.

RESCUERS HOP OVER ARCTIC SEA TO AID SEARCH

TORONTO STAR 8/30/37

Arrive From Siberia as Hollick-Kenyon Speed North

ICEBREAKER ON JOB

Barrow, Alaska, Aug. 20.—A Russian hydroplane carrying four men arrived here during the night from northern Siberia to aid in the search for the lost Soviet transpolar fliers. The aeroplane, flown by Pilot Zadkoff, Navigator Padalko, and two companions, was refueled to-day and serviced to proceed eastward to Aklavik, N.W.T.

Bob Randall, Canadian flier, who came here from Aklavik earlier in the week, was still here. The Soviet ice-breaker Krassin, carrying four aeroplanes to be used in the search, lay off Barrow to-day.

Mistaken for Lost 'Plane

Edmonton, Alta., Aug. 20.—A Russian aeroplane, which landed at Point Barrow, Aslaka, at first believed that of Pilot Sigismund Levanevsky, and his five companions, was instead a search aeroplane dispatched by the Russian government to hunt the fliers, the Canadian Signal Corps reported to-day.

The government agency at first flashed the report from Aklavik, Northwest Territories, that the aeroplane was the one missing in the Arctic for the past week.

Wilkins To Land at 6 p.m.

Winnipeg, Aug. 20. — The flying boat piloted by Herbert Hollick-Kenyon and carrying Sir Hubert Wilkins and four other airmen to

RESCUERS HOP OVER ARCTIC SEA IN SEARCH

(Continued from Page One)

the Arctic in search of the missing Russian fliers, passed over the Manitoba-Saskatchewan border in the Lake Pukkatawagan area at 2.55 p.m. E.D.T. to-day, Canadian Airways Limited radio officials here reported.

Pukkatawagan Lake is on the Churchill river, north of the Flin Flon mining area.

Sir Hubert said earlier they were bucking a headwind and were flying through uncertain weather. The aeroplane is headed for Fort Smith, N.W.T., next stopping place on the flight to Aklavik, N.W.T., after taking off from Port Arthur at 9.30 a.m. E.D.T. Air Commodore Herbert Hollick-Kenyon, Toronto, former resident of Winnipeg, sent a message to friends at the airport here. "Hello. Best regards to the gang at the field there."

Headwinds had decreased and visibility was good, Sir Hubert said in his 2.55 message.

The fliers advised Canada Airways to have emergency radio equipment sent from Edmonton to Fort Smith.

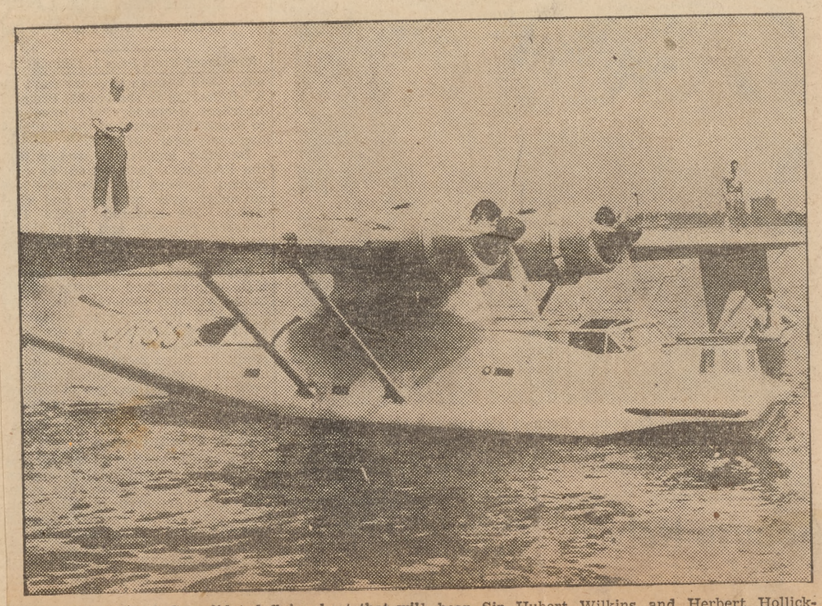
It was estimated they were flying around 140 miles an hour and would take about nine hours to reach Fort Smith, arriving there possibly around 6.30 p.m. E.D.T.

Icebreaker Joins Search

Washington, Aug. 20—The U.S. war department announced to-day it had received advices that four Russian fliers landed at Point Barrow, Alaska, during the night on a flight from Siberia in search of the missing transpolar fliers. The report also said the Russian icebreaker Krassin had been sighted off Alaska, presumably participating in the search.

8/20/37

Giant Rescue Ship



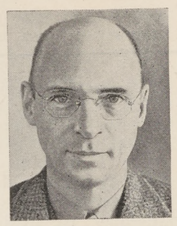
The $180,000 Consolidated flying boat that will bear Sir Hubert Wilkins and Herbert Hollick-Kenyon on their flight across the Arctic wastes in search of the Russian airman Levanevsky and his five companions is shown above as it lay moored in Toronto Harbor yesterday afternoon while it took on fuel. It landed at 3.30 o'clock after a fast hop from New York. Hollick-Kenyon may be seen standing on the left wing. His co-pilot stands on the other wing.—Staff Photo.

Western Flying aug—1937

Big men head big school

Robert E. Gross

John K. Northrop



C. A. Van Dusen

NEXT month a new $400,000 aviation training school, the Aero Industries Technical Institute, Inc., will open its doors for business in the Los Angeles area. This new training center, with headquarters in Glendale, is a project of Robert E. Gross, president, Lockheed Aircraft Corporation; John K. Northrop, president, The Northrop Corporation and C. A. Van Dusen, vice-president and works manager, The Consolidated Aircraft Corporation. These three men form the executive board of the institute. This board has been actively engaged during the last year in the planning, organizing and equipping of the school.

Assisting the work of the executive board, has been an advisory council consisting of D. L. Brown, president, United Aircraft Corporation; Donald W. Douglas, president, Douglas Aircraft Company; Major Reuben H. Fleet, president, The Consolidated Aircraft Corporation; Jack Frye, president, Transcontinental & Western Air Inc.; J. L. Kindelberger, president, North American Aviation, Inc.; J. E. Schaefer, president, The Stearman Aircraft Company; I. I. Sikorsky, president, Sikorsky Aircraft Division of United Aircraft Corporation and E. E. Wilson, president, Chance Vought Aircraft, Division of United Aircraft Corporation.

Courses have already been especially compiled for the institute by a staff of experts and the faculty is nearly complete. Four buildings are

CONSOLIDATED AIRCRAFT CORP. made delivery of a commercial version of their PBY-1 to Richard Archbold of the American Museum of Natural History who immediately proceeded to make a transcontinental dash in the sea-going plane—more about it in the News Review section of this issue. The Senate Claims Committee favorably reported the bill to pay Consolidated $92,-993 representing the increased cost to the manufacturer in fulfilling a government contract for airplanes after passage of the N.R.A.

Archbold's new flying boat

Ship to be used to explore jungles of New Guinea.

Richard Archbold of the American Museum of Natural History took delivery of a commercial version of the Consolidated PBY boat at the San Diego plant late in June. The plane is to be used for the continuation of exploratory work Archbold has already started in Papua, New Guinea.

It is understood that due to export limitations, the boat cannot leave this country until November and, in the meantime, will be thoroughly tested in this country. Tests will consist chiefly of landings and take-offs in lakes at high altitudes. In this respect, soon after Archbold obtained the plane, a test flight was made to Lake Tahoe, where the plane was landed and then flown-off the surface of the lake, the altitude of which is over 6,000 ft. Lakes in the vicinity of New Guinea to be explored by the expedition are found at elevations of nearly 12,000 feet.

After accepting the plane, the young explorer flew the plane non-stop across the continent to New York, establishing a record flight for water craft over land.

According to information received from Archbold while on the coast, he expects to fly the craft to New Guinea via the Pan American route as far as Guam and then drop south to Guinea.

CONSOLIDATED AIRCRAFT CORPORATION completed delivery of their Navy PBY-1 order for 110 PBY's late in June with the exception of a couple of planes that were held up due to the slow delivery of parts by outside manufacturers. The first plane of the PBY-2 order was completed and test flown during July — PBY-3 series will probably be ready for test in November. Three P2Y-3A boats were loaded on a steamer headed for Bahia Blanca, Puerto Belgrano in Argentina during July. The remaining three boats included in the order will be shipped the middle of August.

Tony LaVere has been chosen to fly a miniature racer built by a group of employees at the Consolidated Aircraft plant in San Diego.

Powered by the English Pobjoy engine, the plane will fall in the 200 cu. in. class. It is reported to have a speed of about 210 m.p.h.

'FULL SPEED AHEAD,' SIGNAL AS PLANE ORDERS FILLED

S. D. Sun 8/21/37

Consolidated Aircraft Launches Seaplane Bomber; Work Near Completion On 66 Airboats

The "full speed ahead" signal was given at Consolidated Aircraft Corp. today as prodution, on a large-quantity basis, began on the Navy contract for 50 PBY-2 type patrol bombers.

First in the order was launched from the municipal seaplane ramp yesterday and ferried to North Island, where the craft joined Patrol Squadron 11.

This plane was given intensive tests before a Navy trial board two months ago, and was returned to the factory for the installation of certain innovations suggested by aviation officials.

These have since been placed on the bomber, which was accepted by the trial board in recent tests.

Consolidated workmen are completing the first plane in the PBY-3 contract for 66 airboats. This craft will be ready for Navy inspection within the coming month, it was estimated by Consolidated officials today.

Meanwhile, no further developments are reported on the San Diego aircraft concern's efforts to obtain a contract for approximately 60 PBY-4 planes, a more advanced type of flying boat than any now in use by the Navy.

The Bureau of Aeronautics recently announced that all bids for the PBY-4 job, including that of Consolidated, were too high.

War Plans Rushed

PREPARATION for war is costing America's taxpayers a pretty penny and netting the manufacturers of war equipment a tidy profit.

Whom America is going to fight is uncertain. That she is going to fight seems certain, otherwise the millions being spent for bombing planes and other paraphernalia of war seems a sheer waste.

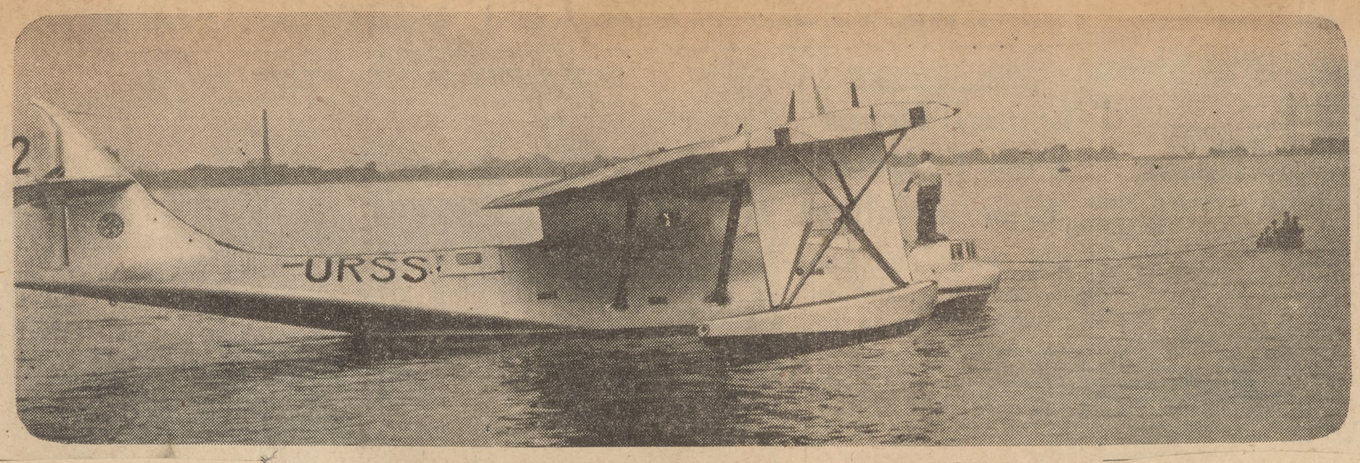
Prominent in the list of those who are being treated handsomely by Uncle Sam is our own Consolidated Aircraft corporation, the concern which our Chamber of Commerce wangled away from Buffalo, N. Y., and which, so it is said, is so opposed to the unionization of its employees.

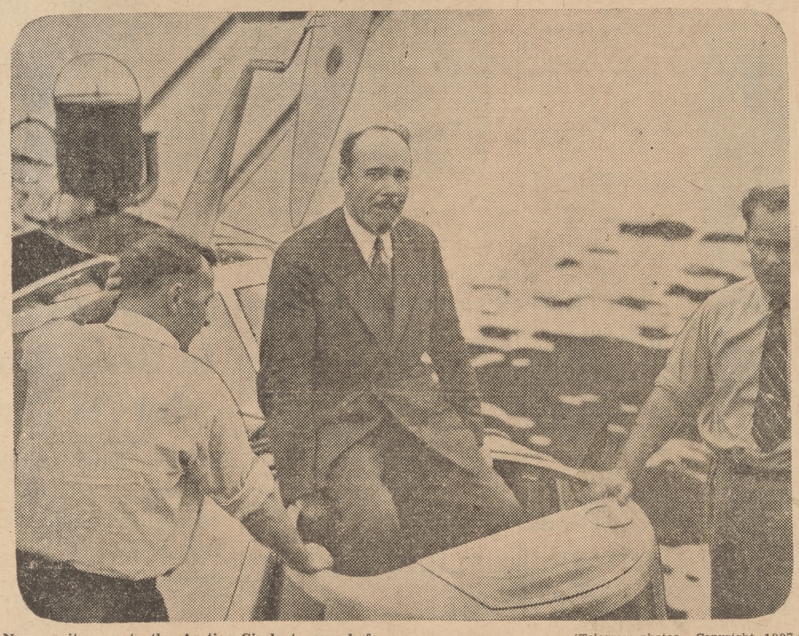
According to "Economic Notes," published by the Labor Research association, 80 east Eleventh Street, New York, Consolidated made a net profit of more than $322,731 last year. In December it had unfilled orders for $19,000,000 worth of planes as against $8,983,259 last March which indicates business is going up. This includes a Navy order for 66 bombers on top of a $4,898,000 navy order received last July.

The combined net profits of the eight principal aircraft manufacturers in 1936 are estimated in Wall Street at $8,000,000 for 1936 as compared with $3,013,000 for 1935. Still larger profits are expected for 1937. Boeing, Stearman, Curtis-Wright, Douglas and United in addition to Consolidated are included in the eight concerns reaping a harvest.

Another sign pointing toward war is the increase in the amount of copper being used. The Wall Street Journal predicts that world consumption of copper in 1937 will exceed the previous high record of 2,076,000 tons in 1929.

ARCTIC SEARCH PLANE ON TORONTO VISIT





Now on its way to the Arctice Circle to search for the six Russian flyers missing since last Friday, the huge flying boat pictured above stopped in Toronto air harbor for refuelling Thursday and proceeded to Port Arthur to pick up Co-Pilot Al Cheesman. Of all the boats available, the little outboard craft with four children aboard, shown at the right, was chosen to tow the big plane to its starting point. In the lower picture are, left to right, Radio Operator R. E. Booth, Sir Hubert Wilkins, noted polar explorer who is making the search for the Russian Government, and R. R. Rogers, who was co-pilot as far as Port Arthur.

—(Telegram photos. Copyright, 1937.)

Huge Plane Starts North To Seek Russian Flyers

Expedition Expects To Make Non-Stop Flight From Port Arthur to Fort Smith

By PERCY T. COLE
Telegram Aviation Editor

Some time to-night the still tundra up around Aklavik will echo to the thunder of two powerful Wasp engines, and a huge flying boat will glide into the west channel of the Mackenzie River for a smooth landing. That landing will mark the end of a flight from Port Arthur to within the Arctic Circle—a mater of some 2,500 miles.

Torontonians, hundreds of them, got a glimpse of the big Continental flying boat as it rested on the waters of Toronto Bay yesterday afternoon. It was here for only an hour and a half, stopping to take on a load of gasoline before setting out for Port Arthur, where another Canadian Arctic veteran was picked up. That man, Al Cheesman, who flew through the Arctic in 1930 with Sir Hubert Wilkins, will be co-pilot for Herbert Hollick-Kenyon, chief pilot on the expedition. With Sir Hubert Wilkins and a crew of two others, R. E. Booth, radio operator, and Jerry Brown, mechanic, the avowed intention is to find six Russian aviators who have been missing since last Friday, one week ago to-day, on a projected flight from Moscow to somewhere in the United States.

The flying boat, which is about half the size of the Imperial Airways Caledonia and Cambria, trans-Atlantic planes, was purchased by the Soviet Government from Richard Archbold, of the American Museum of Natural History. It was to have gone to New Guinea within a month on a scientific expedition, but another machine will now make this latter trip about the first of November.

"AL" CHEESMAN

A PEEK INSIDE

As it was being refueled, a Telegram reporter was permitted aboard. Through the hatch at the front, where are stored the anchor and anchor cables, one steps under a low arch into the pilot room. There, on raised platforms, and side by side, are the pilot's and co-pilot's seats. Scores of instruments dot the board, the floor and the sides of this compartment, each one with its own definite purpose, and each one telling the experienced flyer some message. The pilots sit ahead of the huge Wasp engines, which are set in the wings over their heads and to the rear in streamlined nascelles, and visibility, both front and rear, is excellent, much more so than in the ordinary flying boat. The answer there, apparently, is that this type of flying boat was built primarily as a military machine, with heavy guns to be placed in turrets fore and aft, able to fire in any direction.

Immediately aft of the pilot's control room is the radio operator's quarters. Here R. E. Booth, who will be going on the New Guinea expedition as soon as he returns from the Arctic, will sit at his transmitter and keep in constant touch with both the Department of National Defense radio stations throughout the country, Canadian Airways stations, and the Skylines Express station here in Toronto. There are three radio-sending sets aboard, one a 100-watt C-W transmitter, another a 20-watt telephone transmitter, and the third a small emergency set that looks like a suitcase when it is all packed up. Radio messages can be sent and received whether the plane is in the air or on the water, it doesn't matter which.

PLENTY OF ROOM

The second and third compartments have bunks in which four men sleep with plenty of room, and into which six could sleep quite comfortably. At the moment these compartments are piled high with luggage—cans of oil and gasoline, sleeping bags, flares, gasoline strainers, life preservers—even a case of a well known soft drink.

In compartment No. 4 is a collapsible boat, guns and gun racks and ammunition. And over in one corner is a wash basin, with running water, of all things. So far, we were informed, there has been no provision made to keep that water running when the mercy flyers get up into the Arctic, where even in summer the nights get pretty cold.

Back in the fifth compartment, and also in the extreme end of the tail, there is space for luggage, but all this one contained yesterday were a few flares. That just about takes care of the inside of the big boat. Now let us take a look at her personnel for this epic flight.

Heading the expedition, of course, is Sir Hubert Wilkins, the man who has made several Arctic and Antarctic expeditions, several by air, and who still cherishes the idea of travelling to the North Pole by submarine. That idea hasn't been in the news much lately, but it popped up again yesterday while he conversed with newsmen on the refueling barge. "Next year I'm quite sure I shall make a trip by submarine," he stated. But to this observer, it seemed that there was a distinctly humorous twinkle in his eye when he said it.

ANXIOUS TO START

How long it would take to find the missing Russians he couldn't say, and he wouldn't guess. As a matter of fact, he was more interested in getting away than in talking about what he was going to do. Handed a telegram from a big news service in the United States which offered him $500 for his exclusive stories even if the flight was not successful, and a thousand dollars if they were found, he regretfully explained that as he was working for the Soviet Government he could not do any writing. Then, taking a quick look at the part where the thousand dollars was offered, he remarked sadly, "My, my, this is most distressing!"

But the success of the rescue expedition will depend for the most part on Herbert Hollick-Kenyon, operations manager of Skylines Express of Toronto, who is chief pilot on this flight. His record is well known. He has flown the Arctic as a commercial operator. He found Col. C. D. MacAlpine when he and his party were lost in the Far North. He found Andy Taylor, a prospector lost for 45 days in Northern Ontario. His record of flying achievements has no parallel in this country, where great flyers are not a rarity. A better man could not have been chosen, Canadian flyers agree with one voice.

ALL EXPERIENCED MEN

S. Alward Cheesman, of Port Arthur, is no stranger to Sir Hubert Wilkins, for it was in 1930 that he flew Sir Hubert into the Arctic. He has been flying all through Northern Canada ever since. Jerry Brown, the mechanic, and R. E. Booth, the radio operator, who will stay with the plane until it returns, were members of the crew who were to go to New Guinea on a scientific expedition for the American Museum of Natural History. They'll both be going to New Guinea when they get back from the Arctic Ocean.

On the trip from New York to Toronto to the North, Russell Rogers, pilot for the scientific expedition, is assisting Hollick-Kenyon and Cheesman while they become familiar with its operation. On reaching Aklavik, Rogers will fly back to civilization and thence to New York, where another plane similar to the mercy plane is being prepared for the New Guinea expedition.

One of the questions asked by many of the thousands who lined the dock, the seawall and all the higher Toronto downtown buildings was, "What do the letter U R S S, painted on the sides, mean?" We were curious, too, thinking it should have read U S S R—Union of Soviet Socialist Republic—but it wasn't just a mistake of some Yankee sign painter. The Soviets don't call their county Union of Soviet Socialist Republic, as we do here and in the U.S.A. They call it Union Republic Socialist Soviet, so the U R S S letters on the plane are all right.

S. D. RACING PILOT CRASHES

S. D. Sun 8/31/37

Anthony Levier Escapes Death In East

By United Press

CLEVELAND, Aug. 31. — Anthony Levier of San Diego, here for the National Air Races starting Friday, escaped injury today when his plane, the smallest expected to enter, cracked up in a test flight at Cleveland airport.

Levier was "test hopping" the ship for the first time since having the wing area reduced by 10 square feet to increase its speed. The plane weighs 410 pounds, measures 12 feet from wing-tip to wing-tip.

Its wheels had just left the ground when Levier discovered the right aileron was not functioning properly. The right wing dipped and Levier gunned the motor. It stalled and the ship fell.

Levier climbed out. One wing of the ship was torn off, the propellor was smashed, undercarriage and fuselage damaged.

Levier said he doubted he could get the ship repaired in time for the Thompson and Greve trophy races.

Plane Built By Six Consair Workers

The tiny San Diego plane which cracked up in preparing for the Cleveland National Air Races today was built here last fall by six young Consolidated Aircraft workers.

It was designed by C. C. Flagg and built in a vacant garage in Mission Hills by young McClure, Lionel Machado, Herbert Jewel, Joe McCannon and Joe Sturgess.

Tested first on Camp Kearny Mesa early this year, the midget ship recently created great interest on display in a downtown store window.

SAN DIEGO RACE FLIER CRASHES

(Continued from Page 1)

S. D. FLIER UNHURT IN OHIO ACCIDENT

S. D. Union 9/1/37

Anthony Le Vier of San Diego, flying a miniature "Popjoy Special" plane, crashed from a height of 25 feet yesterday at Cleveland airport, The Associated Press reports. Built here, the plane was taken east for the national air races. The craft was wrecked, but Le Vier escaped injury.

Maj. John Berry, airport superintendent, said La Vier was testing the 410-pound racer after reducing its wing area by 10 square feet to increase its speed. The ship's wing spread was only 12 feet. Berry said the plane would not participate in the races which open Friday.

To Be Replaced

The Flying Newsroom Is Destroyed by Fire At Base in Toronto

Chance Spark Sets Gasoline Ablaze During Refuelling Operations on The Globe and Mail's Aeroplane

NO ONE IS INJURED

Purchased less than four months ago, The Globe and Mail's "Flying Newsroom" was a blackened mass of twisted framework Saturday night after a spark ignited 120 gallons of gasoline while the ship was being refuelled at the Air Harbor base.

Twenty minutes after the first puff of flame shot through the gas tank intake, blowing Don Murray, plane engineer, into the water, the twin-motor de Havilland Dragon Rapide was nothing but a skeleton of struts and stays hanging grotesquely to the undamaged pontoons.

Murray was on the cabin of the plane feeding gas into the tank when spectators on shore heard the first faint explosion and saw the sheet of flame shoot through the intake. Apparently dazed by the flames, Murray fell into the water and swam ashore. He was unhurt.

Will Replace Ship.

Looking at the wreckage of the first news-gathering airplane purchased by a newspaper in Canada, C. George McCullagh, Publisher of The Globe and Mail, announced the machine would be replaced immediately.

Unable to find fire extinguishers on the dock, to which The Flying Newsroom was moored, Pilot Crang spent several valuable minutes securing one from another plane.

By this time the flames were eating at the twin motors. The gay orange-colored exterior of the machine was turning grey and black. Three extinguishers were finally located, but had no effect on the gasoline-fed flames.

Aware of the danger to the hundreds watching the spectacular sight from shore if the gas exploded, Pilot Crang tied a long line to the fiercely blazing airplane and let it drift forty feet from shore.

Firemen under Deputy Chief Duncan McLean towed the white-hot mass of metal back into the dock when they arrived.

Spectators fortunate enough to be out of range of the fire hoses

"FLYING NEWSROOM."
(Continued on Page 3, Column 8.)

"Flying Newsroom" Destroyed by Fire

Canada's only news-gathering airplane went up in smoke Saturday night at the air harbor when a spark ignited 120 gallons of gasoline while the ship was being refuelled. When the top picture was taken, the flames had eaten through all the fabric and the gleaming orange-colored cabin. Smoke can be seen pouring from one of the twin motors. Below is a picture taken several weeks ago, showing the same machine and a group of newsboys. An hour before the disaster the machine was soaring over downtown Toronto. C. George McCullagh, Publisher of The Globe and Mail, announced the machine would be replaced.

'FLYING NEWSROOM' IS PREY TO FLAMES

(Continued From Page 1, Column 3.)

had quite a laugh when the men handling one line tripped over heavy guy ropes, lost control of one twisting pipe line, which bowled over several and drenched a dozen.

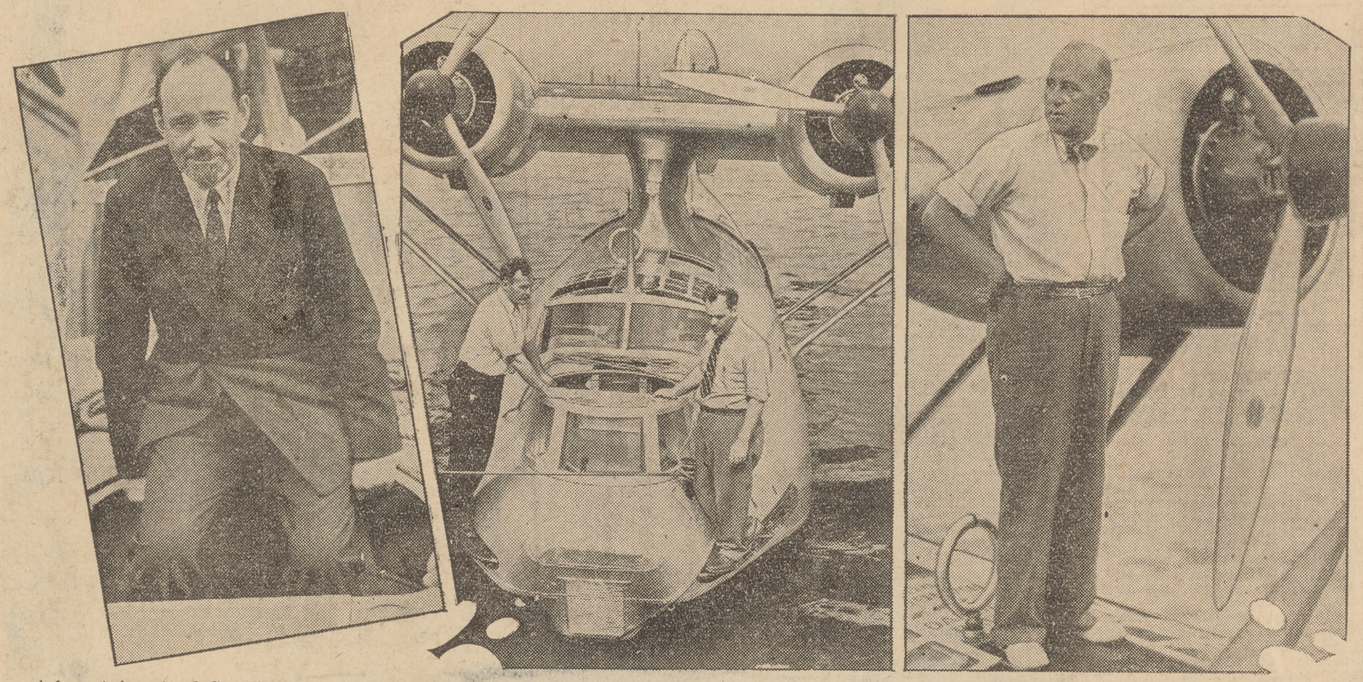
Deputy Chief McLean and Pilot Crang were inclined to believe that a static spark was responsible for the blaze. The deputy explained a static was created between the hose nozzle and the steel gas tank by agitation from the rushing gasoline.

An hour before the fire, the plane taxied across the Bay after an extensive trip through the mining areas of Northern Ontario. The ship was being checked for a similar trip scheduled to start yesterday morning, when she went up in smoke.

Lost with the machine were a complete medical unit, a silver typewriter and a camping outfit. Complete, the loss was estimated at close to $25,000.

ARCTIC RESCUE PLANE SOARS FROM TORONTO

Off on Arctic Search for Fliers



A huge twin-motored Consolidated flying boat skimmed to a landing on Toronto Bay yesterday afternoon bearing Sir Hubert Wilkins and Herbert Hollick-Kenyon on their quest for the Russian flier Levanevsky and five companions, lost for several days in the ice fields north of the Arctic Circle. The big boat refueled at Toronto after a hop from New York. It will take off again from Port Arthur today, where it will pause to pick up Al Cheesman, another veteran North Country pilot.

Shown above, at left, is Sir Hubert Wilkins as he emerged from the cockpit of the big machine. In the centre is a view of the craft, with Ray A. Booth, wireless operator (left), and R. R. Rodgers, co-pilot, who accompanied the expedition as far as Port Arthur. At right is Hollick-Kenyon, veteran Arctic flier, who left Toronto for New York three days ago to take over the controls of the plane on its northward journey.—Staff Photos.

WILKINS FLIES WITH CANADIAN AVIATION ACE

Hollick-Kenyon Pilots Ship in Search for Russian Airmen

FLYING-BOAT REFUELS

Sir Hubert, Famed Northern Explorer, Confident Fliers Alive

(By BRUCE WEST.)
(Staff Writer, The Globe and Mail.)

A stocky, bronzed man shoved his head up through the rear cockpit opening in the sleek and shiny hull of a giant flying boat moored in Toronto Bay yesterday afternoon and tooted a small brass fog horn.

"Hey! Wilk!", he shouted with a grin. "How about it?"

Herbert Hollick-Kenyon, veteran Canadian flier, leaned against the edge of the cockpit and waited. "Wilk," who happened to be Sir Hubert Wilkins, hero of a score of adventures in the cold wastes of the Arctic and elsewhere, scooped up a handful of maps from the running-board of an oil truck parked on the refueling barge and crawled down deep into the belly of the gently rocking sky giant with a wave of his hand.

Thus commenced an adventure to stir the pulse of any man.

Flies Into Storm.

Bound for somewhere north of the Arctic Circle in search of the Russian airman Levaneffsky and his five companions, the big boat bounced down the bay and rose into the air, her two 1,000 horsepower motors roaring a throaty song of power, her nose pointed toward the swiftly scudding storm clouds on the western horizon.

The flying boat skimmed to a landing on the bay at approximately 3.30 o'clock on her first stop since leaving New York shortly after noon. Emblazoned in black on the under-surfaces of her wings and along the fuselage were the letters "U.R.S.S.", signifying that she was the property of the Soviet Russian Government. She was purchased from Richard Archibald, United States millionaire and a director of the American Museum of Natural History, especially for the search.

Representing an investment of $180,000, the machine was 90 feet long and had a wing spread of 104 feet. In her interior were bunks and stoves and wireless equipment.

Thinks Aviators Live.

"I have not much doubt but what Levaneffsky and his crew are still alive," said Sir Hubert as he stood watching the gasolene tanks of the machine swallow nearly 500 gallons of fuel, bringing them to their capacity of 2,000 gallons. "They may be no more lost than I was on one occasion up there. It took me three weeks to reach help, but I wasn't lost by a long shot."

Admitting that it was the worst time of the year for Arctic flying and that this fact might hamper rescue operations, Sir Hubert remarked that there was plenty of game in the country where the Russians are supposedly down.

"You must remember," he said, "that these Russians are not only skilled fliers, but skilled Arctic men as well. They have plenty of equipment to keep them alive for months."

Polar bears and seals, he said, were abundant in the region, and the Russians carried rifles and ammunition on their flight.

To Pick up Cheeseman.

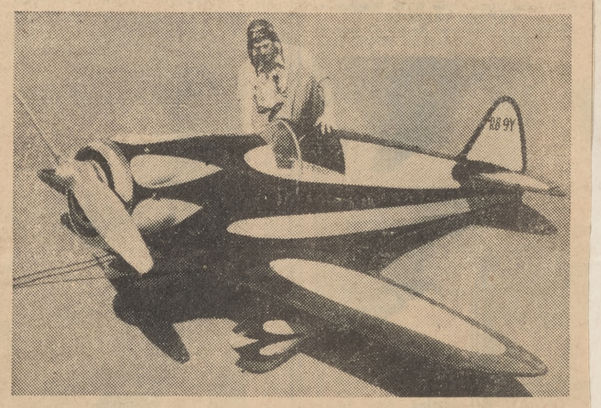
Sir Hubert said that the search would centre in a section lying roughly 900 miles north of Aklavik, where the fliers are believed to be located. Rescuers base this belief on the reception of weak wireless signals.

"It has been established beyond much doubt," said Sir Hubert, "that the signals have been coming from the missing fliers."

At Port Arthur, the party will pick up Al Cheeseman, another veteran North-country pilot. Accompanying the plane to Port Arthur as a co-pilot for Hollick-Kenyon was R. R. Rodgers, who will return to the United States as soon as Cheeseman joins the expedition. The ship also carries Ray A. Booth, wireless operator, and Jerry Brown, mechanic.

(Melbourne, Australia)
"HERALD" 2nd August, 1937.

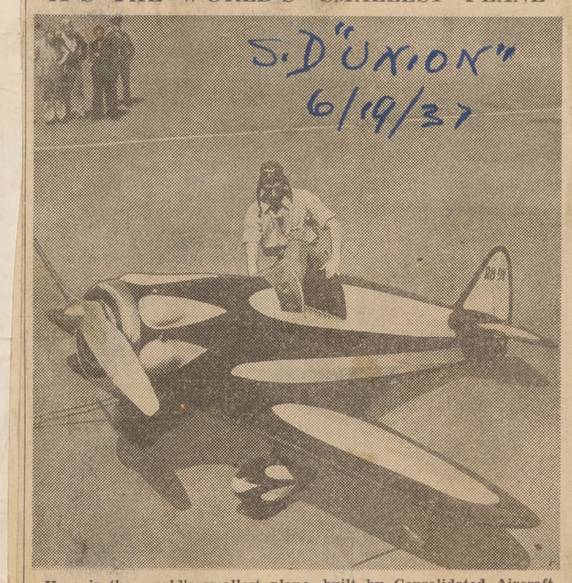
Smallest Plane In The World



THE SMALLEST PLANE IN THE WORLD photographed during preliminary tests with its pilot and co-constructor, Tony Levier. The little machine was built by five young members of the Consolidated Aircraft Company at San Diego, California, in their spare time. They will enter it in the National Air Races at Cleveland this year. It is powered with a 90 horse-power Pobjoy motor, weighs only 404 lb., and is capable of 225 miles an hour. It is 12ft. long, has a wing spread of 14ft. and a range of 525 miles.

IT'S THE WORLD'S SMALLEST PLANE

S.D. "UNION" 6/19/37



Here is the world's smallest plane, built by Consolidated Aircraft Corp. employes, which will be towed across the country in a trailer to Cleveland for participation in the National Air races. The plane weighs 408 pounds, has a wing spread of 14 feet, is 12 feet long, carries 12 gallons of gas and two gallons of oil, and can fly 225 miles an hour. Tony Levier piloted it on a trial flight recently for the benefit of newsreel cameramen.

San Diego News
4 9-2-37

Among San Diego's Business Leaders

MAJ. E. N. GOTT

assistant to the president of Consolidated Aircraft Corp., and a veteran aircraft executive, who now serves as liason officer in the San Diego plane company, as well as handling other duties.

Since 1915 Maj. Gott, one-time Army officer, has been identified with the aviation industry. He formerly was president of the Boeing Airplane Co., of Seattle, and former president of the old Keystone Aircraft Corp. of Bristol, Pa., and more recently served as liason officer in Washington, D.C., where he was the personal representative of Maj. Reuben H. Fleet, president of Consolidated.

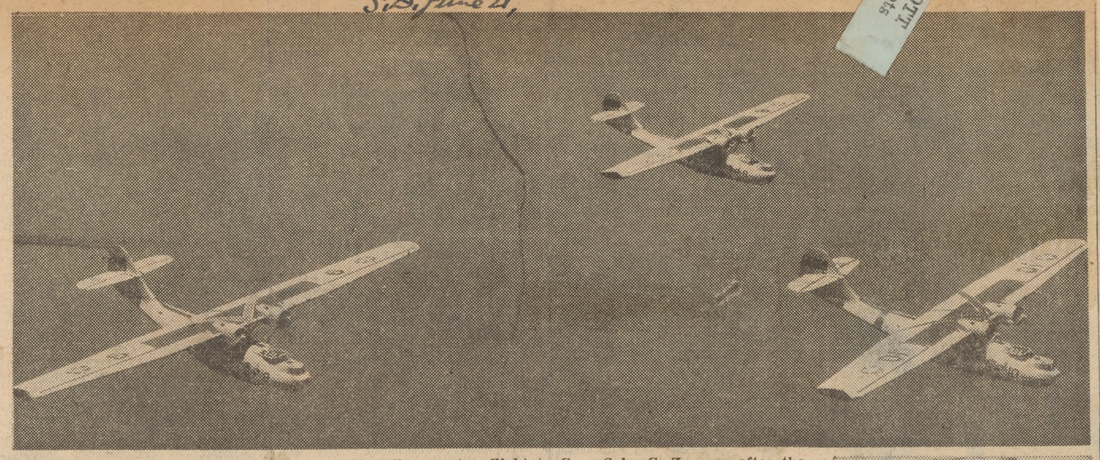
His service for Maj. Fleet was so well liked that the latter engaged him last year to be his full-time representative. It is no small job, either. His knowledge of aircraft construction and operation, and the management of factories, is so extensive that he capably assists Maj. Fleet in directing this organization which is second largest in the country.

He also serves as liason and public relations officer, arranging contacts of the press and similar duties.

One-third of the Indian Empire consists of 708 states of varying size and character, governed by separate Indian princes.

BOUND FOR COCO SOLO ON NON-STOP FLIGHT

S.D. June 21,



Three of the twelve navy patrol planes on 3000-mile non-stop flight to Coco Solo, C. Z., soon after the take-off from San Diego bay yesterday.

1265 MILES OUT, S.D. PLANES RADIO ON HOP TO CANAL

Squadron Due to Land at Noon; Speed Increasing as Gas Used; Weather Ideal.

Twelve giant navy two-motored patrol planes winged their way south under a tropical moon last night on a 3000-mile non-stop flight to Coco Solo C. Z., and reported their position at 11 o'clock (P.S.T.) as 1265 nautical miles south of San Diego.

A 10-knot headwind held the speed of the 104-foot wingspread planes to 102 knots (117.3 statute miles).

Weather conditions were ideal. A silver moon shone on the hulls of the great gray geese, performing the navy's greatest non-stop mass flight with military precision.

For most of the 12 hours after squadron VP-3F left San Diego soon before noon yesterday, the V formation was flown at an altitude of between 9000 and 10,000 feet.

Speed was increasing as the motors ate up the 1700 gallons of gas in each plane.

Those 1700 gallons weighed heavy and the tremendous hulls lay deep in the water after leaving the Naval Air station ramp. The planes are

(Continued on Page 2, Col. 2)

1265 MILES OUT, S.D. PLANES RADIO ON HOP TO CANAL

S.D. June 21

(Continued from Page 1)

numbered from 3-P-1 to 3-P-12.

With Lt. Robert W. Morse, squadron commander, at the controls, plane 1 went into the water at 11:10. Plane 12 was in the water 16 and one-half minutes later.

Morse in Command

Turning its nose south down the bay, cleared by navy motor launches flaunting red warning flags, Plane 1 roared into the air at 11:20. The other planes followed in precise parade and Plane 12 soared into the air at 11:45. Take-off speed was estimated at 70 knots because of the heavy load and lack of headwind.

Gaining altitude swiftly, Plane 1 slowed to five knots less than the standard speed for the other 11 planes. A V-formation was completed 90 miles south of San Diego.

The planes, carrying 13 officers, four aviation cadets, an observer from the Consolidated Aircraft Corp. and 67 enlisted men, roared southward. The squadron followed the steamer lane down the coast of Mexico. Early today the planes planned to roar across a string of lakes and jungles in Nicaragua to the Atlantic coast, then down the coast of Nicaragua and Panama to Coco Solo.

Passes Tender

Soon after 7 last night the squadron roared high above the Lapwing, seaplane tender, 875 miles south of San Diego. Early today the planes were expected to pass over the Sandpiper, tender standing by 1630 miles south of the Lapwing.

One of the officers aboard is Comdr. E. L. Gunther, formerly in command of the U. S. S. Wright, base force aircraft tender. He is being transferred to command of base force aircraft squadrons at Coco Solo.

Reporting every two hours by radio to the Naval Air station, the squadron was expected to land at Coco Solo about noon today, completing the flight in about 24 hours.

Positions Listed

The radioed positions report follows:

1 p. m., 140 nautical miles south of San Diego at Pt. San Quentin,

Lt. Robert W. Morse, who is commanding squadron VP-3F on its historic flight.

Thursday, September 2, 1937 S.D. Sun

No. 4 of a Series

LIPSTICKS RARE

Nude Bathing Now Frowned On In Russia, Webb Miller Finds; Consair Men Still On Job

Uncensored!

This is the fourth of six dispatches by Webb Miller, European News Manager of the United Press, on Russia as it is today.—The Editor.

By WEBB MILLER
United Press Staff Correspondent
(Copyright, 1937, by United Press)

MOSCOW, via London (uncensored), Sept. 2.—Never in the 20 years' history of the Bolshevik regime has there been such a bitter and determined drive against foreigners living in the Soviet Union as during the present purge.

The campaign, ostensibly based on the spy mania, is directed primarily against citizens of countries which are overtly hostile to the Soviets, particularly Germans and Japanese, but appears generally to be aimed at clearing the country of all foreigners except legitimate tourists, diplomatic missions, newspaper correspondents, and a few specialists. Residence permits of some of the foreign correspondents are issued for only three months at a time.

WEBB MILLER

Of the hundreds of foreign engineers who aided in the industrialization of the country, only a few remain. Most of them who have worked here for years are being sent away as fast as their contracts expire. Only a handful of American specialists remain, including those who are installing aircraft factories and advising on

WILLIAM ALLEN WHITE
But it wasn't him!

television and radio work, notably representatives of the Vultee and Consolidated Aircraft companies and the Radio Corporation of America.

The few remaining British residents, except diplomats and correspondents, are under instructions to leave.

LARGEST NAVAL AIR CRUISER BEING BUILT AT SAN DIEGO

9/6/37 L.A. Times

A giant air cruiser, which will dwarf into virtual obsolescence all existing military flying boats, is being secretly rushed to completion for the Navy at the San Diego plant of the Consolidated Aircraft Corporation.

Although fleet officials decline to discuss the monster patrol and bombing plane, it is reliably reported that its four twin-row radial engines will deliver a total of 5200 horsepower and that the craft will possess a cruising radius of 5000 miles.

RESEMBLES CLIPPERS

In contour it is said to resemble Pan American Airways' Martin Clippers, although nearly 20 per cent larger than these twenty-six-ton trans-Pacific commercial giants.

Like the Sikorsky "XPBS-1," it is an all-metal high-wing monoplane with an entirely new type boat hull expected to possess such inherent strength that it can either land or take off rough water or remain on the surface under most adverse weather stress.

FACILITIES TOLD

In addition to bow, rear and center machine-gun turrets, it will possess both comfortable living quarters and full cooking and messing facilities for a crew of from ten to fourteen.

If tests of the large flying boat are successful it is expected that several score others will be built to supplement the Navy's fast-growing long-range patrol wing. The Consolidated factory is now at work on the last sixty of 176 two-motored "PBY" flying boats for the Navy's oceanic patrol fleet.

BARGAINING DATE WITH GROUP SET BY CONSOLIDATED

3-26-37

Bulletin board notices that a collective bargaining meeting of executives of the company and representatives of Consolidators' association has been set for Tuesday afternoon at 3, were posted in the Consolidated Aircraft Corp. plant here last night, C. A. Van Dusen, vice president, announced.

"As a result of a request from the Consolidators' association to meet with their representatives, this company has arranged for a meeting and invites representatives of organized groups of our employes to attend under certain conditions," the announcement stated.

At recent hearings before a regional labor board examiner, members of Aircraft Local 1125, International Association of Machinists, charged that the Consolidators comprised "a company union." A finding of the labor board is now pending.

"We announced at the close of hearings in Los Angeles that we were ready to meet with any groups of our employes," said Van Dusen. "We have not taken the initiative in setting this meeting, but are merely complying with a written request by officers of the Consolidators. We thought it only fair that any other organizations be allowed to send delegates."

The conditions imposed in the announcement were that representatives should appear in the plant lobby before 3 on the afternoon of the meeting, should carry a notarized statement of proper selection and membership strength of their organizations, copies of which were ordered forwarded to company officials in advance of the meeting.

FOG SLOWS HUNT FOR RUSS FLIERS AS WILKINS HOPS TO 84 DEGREES

S. D. Union 8/9/37

Search Takes Aviators 1000 Miles North of Barter Island; Ocean Ice to Make Flying Boat Useless Soon.

NEW YORK, Sept. 8 (A.P.)—The Explorers' club announced tonight the completion of the most widespread flight Sir Hubert Wilkins has yet made for the six missing Russian transpolar fliers in the ice wastes of the Arctic ocean.

Details of the flight by Wilkins and his crew of four by flying boat were sent by him directly to the club via Royal Canadian Signal corps and revealed that they flew more than 1000 north of Barter island, which lies off the Alaskan coast about 80 miles west of the Alaska-Canada boundary.

The last message from Wilkins said he arrived at Aklavik, Northwest Territories, at 13:30 Greenwich mean time (8:30 a.m. E.S.T.). He had flown as far north as 84 degrees 45 minutes on the 148th meridian west and then eastward from that point to the 142nd meridian.

The Russians were last heard from on Friday, Aug. 13, at 88 degrees north latitude, flying southward on the 148th meridian. At that place, where they reported failure of an engine, they were 200 miles north of the area covered by Wilkins. His next search, which will be his fifth, is expected to take him to that place.

Wilkins described in detail the

(Continued on Page 2, Col. 5)

WILKINS SKIRTS POLE IN SEARCH

(Continued from Page One)

criss-cross movements of the searching plane and finally reported, before turning back to Aklavik:

"The haze was so thick we decided we had done about all that can be done today. We spent about six hours north of 82 north latitude, which means we flew about 750 miles back and forth over an area 175 miles north to south and 100 miles east to west. Some of this area was covered with small patches of fog but visibility was generally good."

CONSAIR WINS $750,000 JOB FROM RUSSIA

Contract For Tools To Make Flying Boats Aids Employment

S.D. Sun 9/9/37

A $750,000 contract for the manufacture of one set of special tools to be used in the mass production of flying boats by the Soviet government has been granted to Consolidated Aircraft Corp., it was announced today.

The contract will enable the San Diego concern to keep in its employ a large number of mechanics who otherwise would have been laid off, according to Consolidated officials.

Like U. S. Navy Ships

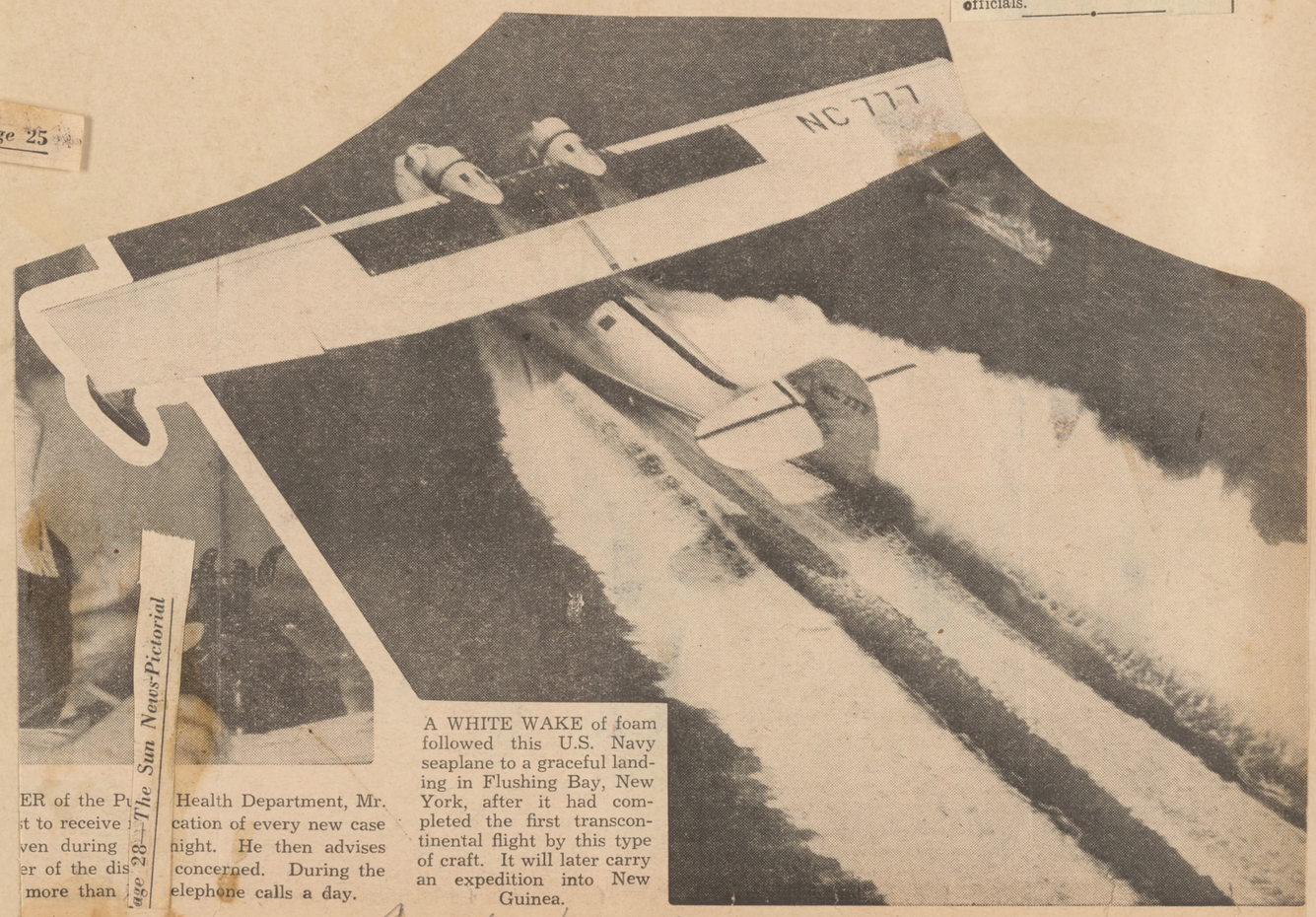
The tools will be used in the manufacturer of planes similar to the PBY-1 type airboat, of which 60 have already been delivered to the United States Navy.

A group of 11 Consolidated engineers have been consulting with Russian aeronautical officials at a huge factory near the Sea of Azov in the Soviet Union, in preparation for large quantity production of the airboats.

Reds Buy Planes

Nearing completion at the Consolidated plant is a PBY-1 plane and parts for a second flying boat to be delivered, by ship, to Russia, late this fall, it was reported today. Navy restrictions forbid export of the plane and parts until after November 1, which will be one year after the first PBY bomber was delivered to the North Island.

The Russian government expects to use the completed airboat as an "example" on which to base its mass production of similar craft for commercial use. Possibility that the Soviet Union will utilize these planes for military purposes is denied by Consolidated officials.



A WHITE WAKE of foam followed this U.S. Navy seaplane to a graceful landing in Flushing Bay, New York, after it had completed the first transcontinental flight by this type of craft. It will later carry an expedition into New Guinea.

The Sun News-Pictorial

ER of the Pu... Health Department, Mr.
st to receive ... cation of every new case
ven during ... night. He then advises
er of the dis... concerned. During the
more than ... elephone calls a day.

Page 28

Australia, Melbourne

AUG- 15, 1937

THE FLIGHT OF THE GUBA

BY LIEUT. COMDR. L. R. GRAY, RET.

MY participation in the non-stop flight of Richard Archbold's private flying boat *Guba*, a 34,000-pound Navy PBY-1 type ship, from San Diego to New York June 24-25 was assured only two days previous to take-off. I was not totally unprepared, however, inasmuch as I had been collaborating with Mr. Archbold in navigational preparations for his coming trans-Pacific flight to New Guinea in December or January.

The transcontinental flight of the *Guba* was in the nature of a long range test hop. Plans called for a departure on Saturday, June 26, at 4:30 p.m. Sectional maps of the entire United States had been assembled, and a study of proposed routes was made. I suggested that the flight to New York be made by two legs, first to Canal Zone, thence to New York, both legs being within the ship's flying range. The *Guba* is practically a sister ship of the Navy flying boats which only the week before had made a non-stop mass flight from San Diego to Panama.

My proposal for a flight via Panama was declared impossible inasmuch as the State Department would not permit the ship to leave the United States until the end of the year for military reasons.

Other proposed routes were as follows: (1) a flight over the northern states where water areas are more frequently found, which would, of course, give most favorable landing conditions in case of necessity; (2) a flight following the southern limits of the United States and along the Gulf of Mexico to Pensacola and thence north; (3) a direct flight from San Diego to New York.

One naturally thinks twice when the possibility of landing a flying boat on other than water is mentioned. However, it has been demonstrated that flying boats with the bull strength necessary to make rough water landings can and have landed in plowed fields with but slight damage. It has even been claimed that they can take off again from the ground. Therefore, my objections were quickly scouted when the direct flights were proposed.

A preliminary practice flight for testing equipment was planned for Thursday or Friday. However, the weather situation quickly upset these plans. The Weather Bureau predicted that weather over the United States for Saturday would delay a take-off until the following week. Therefore, at noon on Thursday it was decided to take off as soon as the plane could be made ready. Preparations were rushed, equipment loaded on board, gasoline tanks filled, the ship hauled out to the ramp, radio compass calibration made, and a new, direct track was laid out to Atlanta and thence north to avoid expected storm areas.

At 4:50 p.m. the engines were roaring in the take-off; my navigational equipment was strewn about the navigation and radio room in utter confusion. Once we were off the water, the navigation equipment was arranged for convenient handling and the compass heading was set, making due allowance for predicted winds aloft.

The equipment included two Navy type magnetic compasses, graduated in degrees; directional gyro and Gyropilot; sensitive altimeters for the pilot and navigator, graduated in meters; airspeed meters for the pilot and navigator, graduated in kilometers; Navy type pelorus, or bearing instrument, with mountings at the machine gun hatch forward, at the navigator's hatch opening over the chart table and at a hatch through the bottom of the ship in the after-end of the hull.

In the navigation and radio room, located abaft the pilot's compartment, was a full-sized chart table with a universal drafting machine above and a chart drawer below.

Completing the dead reckoning equipment was the invaluable Dalton Mark VII Aircraft Navigational Computer, Weems Aircraft Plotter, parallel rulers, dividers and logsheets of my own design.

Celestial navigation equipment consisted of Bureau of Standards type aircraft bubble sextant, two special Greenwich Civil Time and Greenwich Sidereal Time second-setting watches, each graduated and reading in arc direct; Nautical Almanac with specially prepared table, Weems Line of Position Book, Rude Star Finder and Star Altitude Curves.

Radio navigation equipment consisted of duplicate intermediate and low frequency receivers, direction finder of the latest type, voice and CW telegraph transmitter and interphone communication system with eight outlets for pilots, navigator, radio operator and others. The installation permits the radio receiver to be switched on to the pilot's interphone for use in riding the radio beam.

I obtained drift readings by means of the pelorus through a hatch in the bottom of the hull. This hatch is approximately 24 inches wide and about four feet long. The pelorus was mounted in the forward end of the opening and may be swung in azimuth over a graduated arc and tilted from horizontal to vertical as well according to need.

The process of taking the drift is the established one of sighting on an object that has passed directly underneath the ship and watching its apparent motion astern, noting whether or not it passes directly astern while the ship is maintained on the prescribed heading. The pelorus sight is moved to right or left of the fore-and-aft line of the ship in order to follow the object below, and the angle noted is that of the ship's drift. The accuracy of this determination depends upon the accuracy by which the ship is steered and the establishment of the pelorus zero in the fore-and-aft line of the ship.

This type of drift determination is available whenever the ground or sea is visible. In the case of overseas flights, an aluminum powder or dye bomb by day or flare at night is dropped from the ship to provide a point of sight. Drift readings were taken frequently during the day and proved quite satisfactory, except (*Continued on page* 41)

"It was this way." Richard Archbold explains the non-stop flight of his flying boat across the continent to newspaper men. On opposite page, the ship the natives of New Guinea will see about the first of 1938 when the expedition returns to its work of collecting data for the American Museum of Natural History in N. Y. C.

The Flight of the Guba

(*Continued from page* 10)

for the inconvenience of having to lie down during the observation. Once the drift readings were obtained, the allowing of sufficient offset was simple.

The Gatty Drift Meter was one of the many items that went by the board in the haste of premature departure. A more suitable installation for overland use than that used on this flight would be a drift meter of the Gatty type installed for operation at the chart table. For those not familiar with the Gatty type, it may be described as a periscopic arrangement with a grid that can be oriented into a line parallel to the apparent motion of the ground below, as viewed through the periscope.

The sectional maps, of which 87 covering the entire United States are published, provide the best and most up-to-date maps available. When the regional maps, each covering the area of approximately six sectional maps, are available, they may be found more convenient for the longer flights where radio and bearings are to be plotted, particularly at night. Only two of these have been published to date. The complete set will consist of 17 maps. In order to coordinate the numerous sectional maps on a long flight, it is necessary to resort to the U.S.C. & G.S. Aeronautical Planning Chart, which is overprinted in blue with the limits and names of the sectional maps.

Once the straight tack has been laid down, it is divided into increments of distance for ready reference, starting at departure. The intended track or course is measured at intervals in order that changes of heading can be made frequently to take care of changing variation and changes of track direction because of the Lambert Conformal Projections characteristics.

During the early stages of the flight, daylight made piloting and drift and ground speed determinations easy. However, the sun did not last long and our ship, although heavy and at cruising speed, was logging about 146 miles per hour. The moon was not of much assistance in the navigation.

As we approached the Rockies, we climbed to 15,000 feet in order to clear the peaks. It was during this stage of the flight that our greatest anxiety was experienced. Our position was somewhat in doubt because of a lack of recognizable land marks. Atmospheric conditions were favorable to the formation of ice and electrical storms were visible.

We were passing through broken clouds; mild lightning discharges could be seen in the distance. Our trailing wire antenna was out. Suddenly the pilots noted that the nose of the ship and wing tips were aglow and finally so bright that they were blinded for perhaps half a minute.

In the navigation and radio compartment, where Wheatly, Rann and I were at the time, a high voltage crash of electrical discharge occurred, lighting up the space. The odor of burning rubber was present. A rapid survey disclosed that no one was hurt, not even the radio operator at his post.

With apprehension we waited for further developments, but none occurred. Examination on landing disclosed burned antenna insulations. All equipment functioned satisfactorily. Our track was changed to the south to avoid this area. Once well clear of it, we sought lower altitudes and again headed east.

I endeavored to fix our position by celestial navigation. A few minutes with the Rude Star Finder determined appropriate stars for celestial position finding. Then I proceeded to break out our new sextant for its initial use aloft. Set for the approximate altitude and pointed on the proper bearing for the selected star, I strained my eyes to pick it out, but none appeared. Something was wrong. Checking over my rough calculation again, I found all was correct, but again the altitude as recorded by the sextant failed to give the proper altitude by about twenty degrees. It was not until some time later and after additional attempts that it was found that the error was the result of the slippage of the clutch locking the counter to the index mirror drive. In the hurried departure, time did not permit the checking of this important item. Similar experiences by others point to a defect that should be remedied. The clutch should be positive and should not depend on friction alone.

The doubt in position did not last long, however, as visibility improved and we were soon over the Texas oil region, which is marked by a display of flaming oil wells. Once more we logged good speed under more favorable wind conditions. Our cruising speed gave us better than 150 miles per hour.

Invaluable aid was furnished by the Dalton Mark VII Aircraft Navigational Computer. Every fifteen minutes during the flight the computer was resorted to once or more. It is invaluable in speed, time, distance problems, compass conversions, airspeed meter calibration data, corrections of airspeed for altitude and temperature, etc. In fact, its application is universal to dead reckoning navigation and of considerable help in celestial work.

After we had passed through the Texas oil fields the course was altered to the northward on account of the improved weather conditions and in order to establish a more direct track to destination.

Radio navigation was used but little. Radio bearings were taken only when the ship's position was

accurately known and then merely for the purpose of exercising the radio operator. Radio range beams were used occasionally during the night as a check on the distance along the track. At no time was an attempt made to ride the beam. Courses were laid without regard to beams.

A complete weather report was furnished prior to departure. Only one report of winds of the upper air was received during the entire flight, although repeated efforts were made to obtain these during the night.

During the period between darkness and daylight it was most difficult to identify objects on the ground. All of this was made more difficult because of our altitude, patchy fog and a haze lying close to the ground.

It becomes increasingly evident that, as planes seek greater altitudes because of higher speeds attainable in those regions, celestial navigation and radio navigation will become the sole reliance of the navigator, except under the best of visibility conditions. At high altitudes the plane is over the top in an atmosphere where stars are at their brightest. This is a disadvantage at times. It makes star identification more difficult because of the profusion of stars. However, a good azimuth and the recorded altitude will suffice to identify quickly any of the brighter stars.

Once past the rain of the Alleghanies, our path was clear. We set our boat down in the welcome waters of Long Island Sound off North Beach Airport exactly 17 hours 3 minutes 30 seconds after the departure from San Diego over a straight-line distance of 2,450 miles, or approximately 2,600 miles flown.

On landing we were amused to hear of the report of a pilot over an inland city who, it was said, saw our boat and could not believe his eyes; so he looked over the side of his landplane to see if he was over the ocean, then landed quickly, as he could not further trust his senses.

In addition to the owner and pilot, Mr. Richard Archbold, research associate of the American Museum of Natural History of New York, the crew consisted of Pilot Russell Rogers, who has flown through the jungles of New Guinea with Archbold; William Wheatley, chief test pilot for the builders, the Consolidated Aircraft Corporation; Jerald Brown, flight engineer; Harold Rann, radio operator; and myself.

Details of the Guba

THE hull of this unique private aircraft is specially fitted out for maximum efficiency in exploration, the owner's profession. It carries a complete set of standard instruments and miscellaneous equipment, and has a number of fittings that have been prepared specially for the work which the big flying boat is designed to perform.

In the nose compartment—naturally the smallest of the seven—is to be installed a Fairchild aerial camera for shooting obliques through an aperture on the left side of the hull. It will be aimed by a sight in the pilot's cockpit. In other words, the pilot will aim the camera by aiming the plane, and will trip the shutter by remote control.

This forward compartment may be used for navigational observations as well as for handling the ship on the water. To aid the observer, a Kollsman sensitive altimeter and Pioneer air speed indicator are installed on the walls.

Back of this compartment is the "bridge," with a complete set of instruments and controls for each pilot. There is a Sperry Gyropilot and a row of switches that operate visual signals to the flight engineer, suggestive of the conventional marine signaling system. This supplements the interphone service.

The radio operator has a swivel-ing seat that faces a battery of radio equipment located on the right side of the hull in the compartment behind the cockpit. He has a main transmitter which operates on 500, 3,105, 6,210, and 12,420 kilocycles; an emergency transmitter that operates on 500 and 6,210 kilocycles; two receivers, a radio compass, and interphone system—all manufactured by Bendix. Handling all this equipment calls for a sort of radio gymnast. On the flight from San Diego to New York in June, the radio operator proved to be the busiest member of the crew.

The left side of the hull is fixed up as a work shop for the navigator. A large flat table, under which is a chart drawer for the largest maps, extends from the wall; a sensitive altimeter, air speed indicator and clock are at the back edge of the table. There is, also, a light overhead, an interphone set, and the universal drafting machine.

As one goes through the door into the next compartment to the rear, one has to duck under the seat for the flight engineer. His head and shoulders extend up into the cabane section, which has openings on each side to give excellent range of vision. In front and beside him are all of the engine instruments and controls, except the throttles and propeller controls. He, also, is a busy man, for he has to make something like 30 readings every hour as well as the necessary adjustments.

Back of the flight engineer is a 4 horsepower gasoline engine which serves as a bilge pump or as a generator for the radio equipment when the ship is on the water. Two wide bunks covered by inflated mattresses have been built into the bottom of the compartment.

Two more wide bunks have been built into the large compartment behind the engineer's quarters. These bunks have been used, too. On recent week-end shake-down flights it has been the custom for at least three to live aboard the ship. Incidentally, the normal crew consists of two pilots, flight engineer, radio operator and, on long flights, a navigator.

The rearmost compartment is distinguished by a trap door in the floor, through which food and supplies may be dropped to the ground division of the Archbold exploration party. Breakable items are dropped by parachute; the others are packed in large bags, which are in turn placed in a bag twice the size of the other. When, for instance, a 50-pound bag of rice is dropped from the ship, the inside bag bursts with contact with the ground, but the contents are spilled only in the large bag. Of the fifteen or so tons of material dropped in this fashion, only about ten pounds have ever been lost. This system enables the flying section of the party to maintain the ground force easily in the deepest jungles, and permits the ground forces to travel without the usual encumbrances of food and equipment.

There are eight phones in the interphone system so that all sections of the boat are in touch with the others at all times. The phones can be switched directly onto the radio system when desired.

Before the expedition leaves for New Guinea by air late this year or early next year, there will have been installed an overhead track and trolley for handling heavy supplies through the hatches and into the various compartments. This will also facilitate the delivery of supplies to the trap door in the stern. A davit is carried for installation in brackets on the top of the wing for handling supplies between plane and shore. Provision is to be made also for using the davit to handle the engines in overhauls.

Obviously, this ship is an extremely self-sufficient affair. It even carries a collapsible boat of canvas and veneer which can be assembled in a few seconds and which may carry as many as four.

The 1,750 gallons of gasoline to feed the two Pratt & Whitney twin-row Wasp engines of 960 horsepower each are carried in a huge tank that is an integral part of the wing. This tank is so large that Russell Rogers, chief pilot, has crawled inside through the manholes for inspections. Incidentally, when the plane reached New York after its solo non-stop flight from San Diego, there were 650 gallons of gasoline still in the tanks.

Photo by Frank Bogert.

Mrs. Reuben Fleet, Major Fleet, Mrs. Emmons and General Emmons, commanding officer at March field, (left to right). Gen. and Mrs. Emmons are seen here visiting with the Fleets at El Mirador hotel in Palm Springs. Major Fleet is head of the Consolidated Aircraft Corp. in San Diego.

2 Consair Groups Present Sides in Bargaining Dispute

APR 9 -
SD UNION Apr 8 - 37

Campaigning, as spirited and heated as in the "political days of yore," swept through Consolidated Aircraft plant yesterday as time for a regional labor board election to determine the collective bargaining agency for employes neared.

Ballots will be cast tomorrow afternoon and names of Aircraft Lodge 1125, International Association of Machinists, an affiliate of the American Federation of Labor, and of the Consolidators' association, will appear on them. Both sides of the "debate" were set forth in statements issued to The San Diego Union by officers of the two associations yesterday.

C. L. R. Smeltzer, president of Consolidators, released this statement:

"The national labor relations board has decided that an election must be held to determine who shall be the bargaining agency for the employes of Consolidated Aircraft Corp.

"We feel confident that the intelligence of aircraft workers will be demonstrated in the results of this vote. It is not a vote for the purpose of determining rights or demands of the employes of Consolidated Aircraft Corp., but to determine whether or not an outside organization shall govern the policies of the working men at this plant.

Agitators Hit

"Insofar as the interests of the men are concerned, we have no differences with the Association of Machinists. However, we do feel that the interests of employes will be much better served by an organization comprised entirely of employes of the company. We have seen too many cases of late where professional agitators and organizers have duped men into labor troubles and have even taken over plants, not with employes, but with men employed by the organization for this purpose.

"We feel that men should organize and should have a representation in dealing with employers. However, with the number of employes at Consolidated, a nominal fee such as ours, of 25 cents a month, provides a goodly income for carrying on this work. In marked contrast, the union demands a $3 initiation fee and $2 a month dues. This would provide a start of some $9000 and a steady income of $6000 a month, a good part of which is sidetracked and used for propaganda purposes in other parts of the country. We believe this is excessive.

No Paid Officers

"It is admitted that union organizers work on commission and their main purpose, naturally enough, is to increase membership. There is no one in our organization being paid for their services at this time and the dues are collected merely for the purpose of having a reserve should some expenses be necessary.

"The union's object is to form a closed shop and compel men to become members or lose their jobs. We do not believe this to be American, nor is it one of our objects.

"Insofar as dealing with our employers is concerned, they have already demonstrated a willingness to sit down and talk over our troubles peaceably. We have demanded a 15 percent increase for the entire organization and our demands are receiving consideration at this time.

Membership Not Required

"As employes, engaged in the business of building aircraft, we feel we are in a much better position to judge the qualifications and demands of men engaged in this business, than paid organizers whose original business has been everything from mining to garment manufacturing.

"No man has to vote and in order to vote for Consolidators, he does not have to be a member of our organization, regularly paying dues. In voting for us to represent him, he is merely voting for a committee of Consolidated employes, not for an outside union."

For the Machinists' executive board, George D. Dayton, executive secretary issued this statement:

"Our government, through the national labor relations board, has decided to hold an election of Consolidated Aircraft Corp. employes to determine which is to be the sole bargaining agency.

"This opportunity to determine democratically this agency is granted by a democratic government and we hope that the employes will take advantage of it, which they can do without intimidation or coercion.

200,000 Members

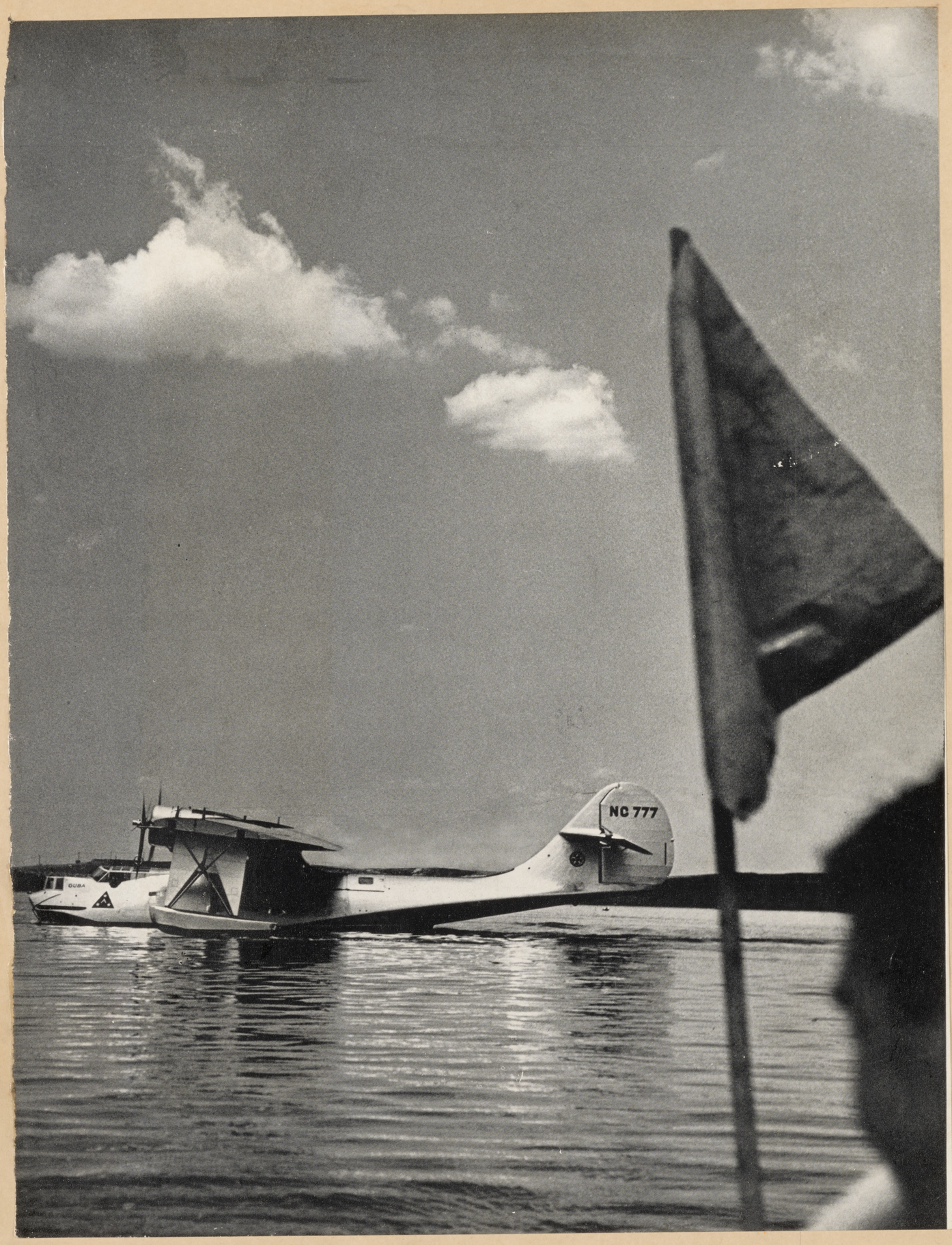
"This union is a part of an organization with more than 200,000 members, spread all over this country and which organization has been in existence for nearly 50 years. It is the policy of the International Association of Machinists, of which Aircraft Lodge 1125 is an affiliate, to obtain higher wages and better working conditions for the workers in a democratic peaceful and orderly manner, and these policies will be continued. Aircraft Lodge 1125 was formed by the workers in this factory to do these very things.

"The policy of the corporation, on the other hand, has been one of low wages and long hours. To perpetuate this practice the company has sponsored a company union, by which they are trying to dominate their employes in order to defeat the true aims of collective bargaining. This can only result in generally lowering the standard of living of workers in San Diego.

Company Union, Charge

"We have charged in open hearing that the Consolidators' association is a company union and this we still contend. If the Consolidators are not a company-dominated union, then why was it first brought into existence after we had requested that an election be held?

"To the workers of Consolidated Aircraft, we say that the day of individual bargaining is past, and to accomplish anything in collective bargaining it must be done through a legitimate, independent trade union and not through an organization that is subservient to the company and designed only to do their bidding. We urge the employes of the corporation carefully to consider these facts and cast their ballot for Aircraft Local 1125, the only union that can truly represent your interests."



LOCAL AIRCRAFT FIRM OPENS WAY TO LABOR PARLEY

After a statement of labor policy that Consolidated Aircraft Corp. is ready to discuss collective bargaining with representatives of "any group or groups for their own members," had been read into the record, a regional labor board hearing of employe complaints in chamber of commerce auditorium, adjourned last night.

Examiner George O. Pratt announced that the hearing would be resumed in the federal building in Los Angeles, at 10 Tuesday morning when Maj. Reuben H. Fleet, president of the corporation, will appear before the trial board.

C. A. Van Dusen, vice president of Consolidated, presented the written statement of policy at a special night session.

Company's Statement

"The time has come for this company to make a statement in regard to its policy in dealing with the employes," he read. "First, however, we want to state that the testimony presented today in regard to our branding union representatives as Communists is entirely and absolutely incorrect. In my conversation with Dr. (Towne) Nylander (regional labor board director), I told him that we had been informed that the leadership of union labor in San Diego included individuals who had displayed communistic tendencies. Naturally as a unit of the national defense, we are concerned about communistic activities.

"The company does not wish to advise its employes as to how they should act in the matter of securing collective bargaining. Pending a determination of our status under the Wagner act, we do not wish to deny our employes the right to consult with the management in matters affecting rates of pay, hours of labor and other working conditions. On the contrary, the management always has been and is now ready to discuss with representatives of any group or groups for their own members, or with any individual, these various matters.

"This includes the American Federation of Labor, the C.I.O., the Consolidators' association or others. We have endeavored to conduct ourselves in such a fashion that our people will have confidence in our policies. We believe that our organization will continue to display the good judgment that has resulted in the avoidance of labor disputes and that we can look forward to continuing pleasant relations."

Workers Testify

The statement was entered at the end of the second day of the hearing, during which testimony was taken from William A. Rasp, sheet metal worker; George D. Dayton, sheet metal worker and a union officer, and James S. Burney, lead man, by counsel for Aircraft local 1125, International Association of Machinists, affiliated with the American Federation of Labor, and W. C. Bowlen, lead man, by counsel for the Consolidators' association. Union members have charged during the hearing that the latter organization is "company dominated."

Testimony will be completed in Los Angeles and a transcript, together with an informal report by Pratt will be submitted to the national labor relations board in Washington, D. C. The board's decision as to whether an election of employes shall be held to decide upon a collective bargaining committee or group, and what organizations shall appear on the ballot and what employes shall be eligible to vote, can be expected in from 15 to 30 days after the end of the hearing, Pratt said.

3/18/37

MAJ. FLEET BACK AT CONSOLIDATED AFTER U. S. TOUR

Maj. Reuben H. Fleet, Consolidated Aircraft Corp. president, returned yesterday after a nationwide business trip and testifying Tuesday before the national labor relations board trial examiner at Los Angeles.

Maj. R. H. Fleet

The findings of George Pratt, trial examiner, on a request to the national labor relations board for an employes' election at the Consolidated Aircraft Corp. plant here were prepared yesterday at Los Angeles for forwarding to Washington, D. C., The Associated Press reported.

Request for the election was made by the International Association of Machinists, American Federation of Labor affiliate. The Consolidators' association, factory organization, intervened.

Testimony began a week ago and was completed Tuesday with Maj. Fleet's appearance. Ralph Seward of the labor board quoted Fleet as saying that Consolidated is willing to bargain with the representatives of any group of employes for its own membership, but will not accept one group as representing all of the plant's 3600 workers.

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FROM
W. P. FEHLMAN

SEP 10 1937

Consolidated Aircraft Contract

A $750,000 contract for construction of special tools for the Soviet government has been awarded Consolidated Aircraft Corp. of San Diego.

The tools will be used for manufacture of airplanes similar to the PBY-1 airboats now being built for the United States Navy. It was stressed that the planes to be built by the USSR are strictly for commercial use.

Under Consolidated's contract with the Navy, export of any of the PBY-1 type planes or parts for them is forbidden until after November 1.

Sales AERO DIGEST 9/37

Twin-engined Beechcraft to Starratt Airways & Transportation, Ltd., Hudson, Ont., Canada.

Fairchild "24", Warner-powered to Cecil W. Kenyon, Huntington, L. I., New York.

Cessna C37 to John Reinauer, Oklahoma City, Okla., by Carl Winstead, Oklahoma City distributor.

Consolidated PBY-1 Flying Boat to the Russian government; delivery scheduled for November, 1937.

Ryan ST (4) to Haller Aviation, Ltd., East London, Union of South Africa.

Ryan ST to Landsborough-Findlay, Germiston, South Africa by Haller Aviation, Ltd., distributor.

Ryan ST to Airflite Ltd., Sydney, Australia.

Menasco 150 hp engine to Focke-Wulf, Germany.

Menasco C6S-4 engine, 250 hp to Rudy Kling.

Howard DGA-9, Jacobs-powered to Oliver Wallop, Big Horn, Wyo.

Menasco 150 hp engines (25) to Stearman-Hammond Aircraft Corp., San Francisco, Calif.

Shy Visitor
S.D. Sun 9/12/37

ANTHONY FOKKER
He's leery of autographs

◇ ◇ ◇

Ryan Planes Lure Fokker In S. D. Visit

Production Methods Draw Study Of Dutch Air Leader

Shy of the spotlight and particularly leery of autograph hunters, Anthony Fokker, world-famed airplane builder, arrived in San Diego last week for a series of conferences with executives of the Consolidated Aircraft Corp., and the Ryan Aeronautical Co.

Fokker was extremely reticent about the purpose of his trip, but admitted he was interested in the S-T sports planes being constructed at the Ryan factory.

To Study Production

He said he would remain in San Diego for several days this week, during which time he will make a thorough examination of production methods of the Ryan planes.

The Fokker plant in Amsterdam, Holland, is engaged in production of military planes for the Dutch government. Fokker himself is, in addition, a distributor of Douglas planes in Europe. He makes periodic trips to the United States to maintain contacts with American manufacturers and to remain apprised of latest production methods.

Visits Van Dusen

The plane magnate was particularly attracted to the adaptability of the Ryan planes to quantity production, it was reported yesterday.

In addition to his conference with Ryan yesterday, Fokker spent some time with C. A. Van Dusen,

(Turn to Page 5-A, Col. 2.)

Ryan Planes Lure Fokker In S. D. Visit

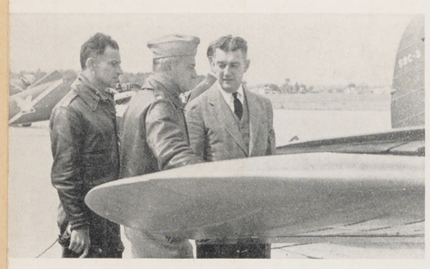
(Continued from Page 1)

vice-president of Consolidated Aircraft Corp.

The Dutch manufacturer gained fame during the World War, when as the head of several important aircraft factories in Germany, he supervised the output of the deadly Fokker fighting planes. He came to the United States in 1922, and entered the transport aviation field, withdrawing several years ago to return to Europe.

"I don't want everybody to know I am here," Fokker said with a marked Dutch accent last night. "So many autograph hunters would pester me."

PURSUIT GROUPS VISIT BUFFALO



Aubis Fly Dept July 1837

TOP: Arriving in Buffalo, Lt. Colonel A. Howard Gilkeson is greeted by Burdette S. Wright

LEFT: Major Edwin J. House and Major Harlan T. McCormick leave their planes after the flight from Selfridge Field.

Major McCormick and Major House show interest in Burdette Wright's explanation of one of the Navy SBCs.

Boeing pursuits lined in military file at Buffalo airport.

BOTTOM: Lt. Colonel Gilkeson bids adieu to Buffalo

RIGHT: Consolidated PB2-A pursuit planes seem to stretch in an endless line.

Flying togs removed, Lt. Colonel Gilkeson discusses the attributes of the new Curtiss pursuit airplanes. The Northrup A-17s warm up for the trip to Wright Field.

On Monday, June 28, and Tuesday, June 29, respectively, two Pursuit Squadrons of the U. S. Army Air Corps visited Buffalo and turned the local airport into a veritable Air Base of war-time aspect.

The Eighth Pursuit Squadron, commanded by Lieut. Col. A. Howard Gilkeson with Capt. Ned Schramm second in command, dropped out of the clouds over Buffalo about six o'clock Monday afternoon after a flight from Virginia Beach, Va. Flying twelve Consolidates PB2A airplanes and six Northrup A-17s, the group consisted of 36 men, half being officers and half enlisted personnel. An overnight stay was made in Buffalo during which all were guests of Curtiss. The entire group visited the factory on Tuesday morning.

On Tuesday also the First Pursuit Squadron, in the command of Major Edwin J. House, arrived from Selfridge Field. Flying Boeing P-26 airplanes, the second

Continued on Page 17

U. S. A.:
New Aircraft
Works

INTER AVIA
10/1/37

* The successful operations of the American aircraft works Consolidated and North American Aviation has obviously induced two members of the directorates of the two companies to make themselves independent and to form a new aircraft works under the name of "Lobil Aircraft Corp."; this company will work in the neighbourhood of Los Angeles, exclusively manufacturing military planes. Management: Mr. Lobil, formerly with Consolidated; Mr. E.J. Rivers, formerly with North American Aviation; also Messrs. G.M. Creutz and E. J. Dickenson. -itav-

Monday, September 13, 1937 S. D. Sun

WHOLESALE SWITCH OF PLANE TENDERS PLANNED BY KING

Teal, Now At Canal, To Be Shifted To Seattle; Thrush To Head South

A wholesale transfer of Navy patrol plane tenders is contemplated by Rear Adm. Ernest J. King, Aircraft Base Force commander, it was revealed today.

The San Diego based U. S. S. Sandpiper is acting as temporary base ship for Seattle's Patrol Squadron 16, now on duty in Sitka, Alaska. The planes are expected to return to Seattle when flying becomes impracticable with the return of extremely cold weather and its accompanying storm conditions affording low visibility. The Sandpiper then will resume her San Diego station, it was reported.

Gannet In Coco Solo

The USS Gannet, former sister ship of the Sandpiper when she was based in San Diego, has begun her new service in Coco Solo, Canal Zone, where she arrived Aug. 29. The Lapwing, which was sent to Southern California to relieve the Gannet, at present is in San Pedro and is scheduled for a temporary Seattle assignment.

The Teal, now at the Canal Zone, will be the permanent tender operating with Patrol Squadrons 16 and 17 in Seattle, with the Lapwing eventually due in San Diego to occupy the vacancy left by the Gannet.

To Augment Wing

To complete the somewhat complicated switches of patrol plane tenders, the Thrush, formerly of Seattle, will be stationed in the Canal Zone.

The gradually expanding Fleet Patrol Wing will be augmented by another new squadron, VP-19, scheduled to join VP-16 and VP-17 in Seattle late this fall.

Meanwhile, Patrol Squadron 11 is receieving the first group of PBY-2 bombers being delivered to North Island. Next in line for these advanced type airboats, of which 50 are under construction at Consolidated Aircraft Corp., is Patrol Squadron Two, slated for a non-stop mass flight to the Canal Zone in December.

CONSAIR DENIES RUMORS ABOUT JOB INCREASES

Employment To Remain At Present Level, Says Edgar Gott

S.D. Sun 9/16/37

Rumors that Consolidated Aircraft Corp. is planning to re-hire personnel on a large scale were squelched today by Edgar Gott, vice-president of the concern.

"The number of men to be employed at Consolidated for some time to come will remain at a stationary level, as far as we know now," Mr. Gott said. "The turnover in jobs at the plant today is normal and we do not expect any immediate re-hiring in large quantities.

False Rumors

"The spreading of false rumors regarding employment at Consolidated works a hardship on men who believe that jobs are for the asking at the plant."

Consolidated officials have been unofficially notified by Washington observers that the Bureau of Aeronautics is planning to re-advertise for bids on approximately 60 PBY-4 bombers, an advancement over the large airboats now under construction for the Navy at the San Diego factory.

The original bids by Consolidated and Glenn Martin were considered too high by Rear Adm. A. B. Cook, chief of the bureau.

See Replacements

Although a blanket 10 per cent reduction in government expenditures has put a crimp into the letting of Navy plane contracts, Consolidated officials believe the Navy will remain committed to a policy of replacing its older type seaplanes with the new higher-powered airboats.

"The patrol bombers such as Consolidated is building for the Navy at present are, after all, the backbone of the Fleet's aviation forces," an official of the local concern remarked today.

S.D. Union 9/14/37

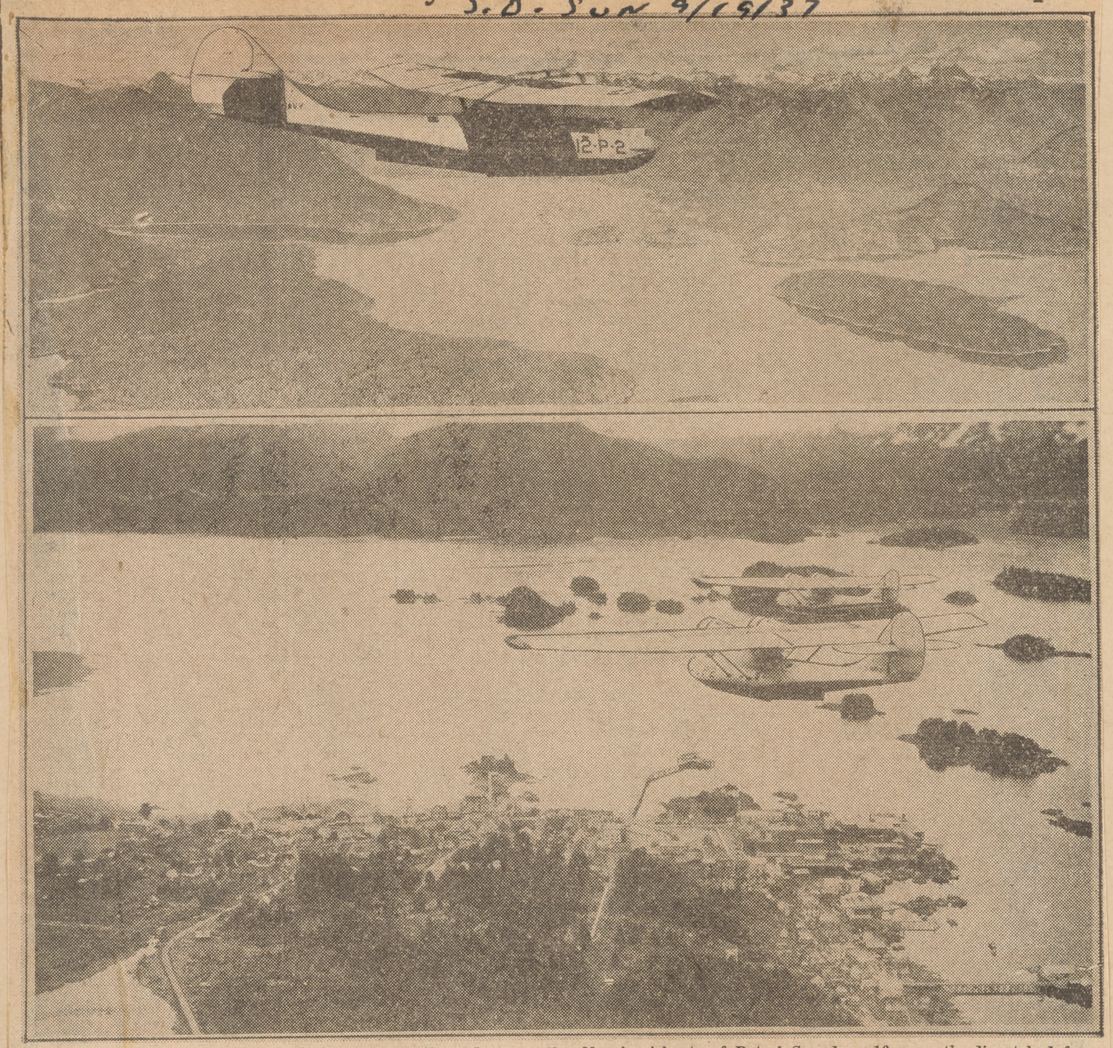
WILKINS STARTS NEW POLAR HOP

NEW YORK, Sept. 18 (A.P.)—Sir Hubert Wilkins left Barter island, Alaska, in his San Diego-built Consolidated flying boat today for the fifth and probably the last of his flights in search of Sigismund Levaneffsky, Russian flier, and his companions, lost since Aug. 13 in the Arctic wastes, according to word received here.

A twin-motored amphibian stationed at Pt. Barrow and piloted by the Soviet aviator Grazianski may continue the search, Explorers' club officials said.

S. D. Planes Blaze Way For Uncle Sam's Northern Outpost

S.D. Sun 9/19/37



Etched against the grandeur of Alaskan scenery these days are the Navy's airboats of Patrol Squadron 16, recently dispatched from Seattle to Sitka to establish an air base in Uncle Sam's northernmost possession. Lofty peaks glistening with snow caps, winding waterways studded with islands—these are the scenes unfolded daily to the Navy' pioneering airmen. Shown at top is a San Diego-built patrol bomber of Squadron VP-12, photographed in recent Alaskan flight maneuvers that formed the basis for serious military development of far northern airways. Soaring above the land-locked harbor of Sitka in lower photo are two more Consolidated airboats, flying in typically adverse Alaskan weather conditions—fog, rain, high wind, low "ceiling." Twenty-four seaplanes based at North Island performed tactics for ten days this summer in the Gulf of Alaska, between Sitka and Kodiak, last habitat of one of the most feared animals in the world—the Kodiak bear.

'FLYING JUGGERNAUT' TO BID FOR ARGENTINE PLANE ORDER

S. D. Sun 9/20/37

Seversky 'Convoy Fighter' To Be Inspected By Officials Who Visited Consair

Argentine naval officials, some of whom recently visited Consolidated Aircraft Corp. to inspect six P2Y3 patrol bombers constructed for the South American republic, today awaited arrival in Buenos Aires of what is claimed by its builders, the Seversky Aircraft Corp., to be the most versatile and least vulnerable military plane ever built in the United States.

Due Sept. 29

Known as the "Convoy Fighter," the craft today was en route to South America aboard the Munson Liner American Legion, due at Buenos Aires Sept. 29.

The six Consolidated planes already have been delivered to the Argentine government.

Included in the group of high-ranking Argentine military officials who will observe demonstrations of the "Convoy Fighter" will be Capt. Zar, chief of Naval Aviation, who headed the Naval experts in their San Diego visit two months ago. Frank Sinclair, Seversky test pilot, and Judson Hopla, mechanic, are accompanying the plane to Buenos Aires.

Flying 'Juggernaut'

The "Convoy Fighter" is a veritable flying "Juggernaut," armed with five high-powered machine guns and carrying under its wings two bomb racks each equipped with 300 pounds of aerial demolition bombs. It is capable of a top speed of approximately 300 miles per hour and is powered with an 1100-horsepower Pratt & Whitney twin-row "Wasp" engine.

Manufacturers of the "Convoy Fighter" claim it is almost indestructible in the air from machine-gun fire of other aircraft. The all-metal construction has been so designed that no single beam in the wing carries a critical load. The wings therefore may be literally riddled with bullets and the ship still can maintain level flight, it is said.

Many Uses Possible

Seversky officials today pointed out that this latest "flying fortress" can be used as a light bomber, an observation plane, a pursuit plane, an attack plane, or as an advanced trainer.

Maj. Alexander P. de Seversky will pilot the "Convoy Fighter" in demonstration flights at Rio de Janeiro, Brazil; Lima, Peru; Chile, Bolivia, Paraguay, Columbia and other South American countries. The plane then will proceed to Mexico City for a series of exhaustive tests before returning to New York.

Final decision on the Argentine order for 70 planes, for which several foreign concerns are competing against Seversky, will be made after demonstrations of the "Convoy Fighter."

FLARES REVIVE HOPE FOR FLIERS

S.D. Sun 9/21/37

By United Press

POINT BARROW, Alaska, Sept. 21.—A crew of five Soviet aviators will take off today in a giant Ukorsky flying boat to investigate reports from the icebreaker Krassin that she sighted flares which may have come from Sigismund Levanevsky and five flier-companions, lost on a trans-polar flight from Moscow.

The plane is capable of covering approximately 2000 miles with one load of gasoline.

Eskimos told Point Barrow officials today they had seen flares north of here about 10 days ago.

From **Fairbanks**, it was reported that Sir Hubert Wilkins, famed explorer, who with his crew were unreported for 33 hours on a flight over Polar wastes in a search for the six Soviet airmen, today radioed his party was safe on a lake near Aklavik.

Wilkins' plane, a large San Diego-built flying boat, was forced down on the lake by bad weather last Sunday. Wilkins radioed that when the ship was brought down on the lake he and his crew were so fatigued they went to sleep without reporting their whereabouts.

SKY-HIGH 'VITTLES'

S. D. Sun 9/17/37

Thats What Navy Fliers Found At Sitka

By HAROLD KEEN

THE slow, steady penetration by the Navy into the northern fog-shrouded seas of this continent has reached a new climax with the establishment of an air base at Sitka, Alaska, where six seaplanes and a San Diego-based aircraft tender, the Sandpiper, have been pioneering during the last few weeks.

And the blazing of Alaskan airways is no easy job, officers of patrol bomber squadrons based at North Island will tell you. They had their fill of it this summer, when Squadrons VP-7, 9 and 12 performed maneuvers between Seattle, Sitka and Kodiak, Alaska.

The personnel of Squadron VP-12, which operates 12 Consolidated PBY-1 planes, ran into especially difficult navigation conditions during their recent tactics in Alaska.

"Just about the only time we saw the sun was after the maneuvers were completed, and we were on our way back to Seattle," he remarked. "It either rained, or sleet fell or the fog was so thick we would have to land outside the harbor of Sitka and actually taxi into it on a radio beam."

Familiarization with flight conditions in Alaska was not the only practical value gained from the maneuvers at Sitka and Kodiak. It was the first demonstration of PBY performance under severe icing conditions, and the big planes functioned almost without a flaw.

◇ ◇ ◇

HOW would it be to live that far north for any length of time? With the establishment of a base at Sitka, to which Aircraft Base Force personnel probably will receive routine assignments in the future, North Island seaplane crews are naturally interested in this question.

The hunting and fishing possibilities are unlimited, but there are other drawbacks. For example, the parting with $1.35 for one pound of bacon and two loaves of bread would become a painful process, if it had to be repeated indefinitely. "And the bread was hard as a rock by the time it got into our hands from the nearest bakery—at Seward," one of the victims complained today.

There is a movie at Kodiak once a week, and a dance in the Town Hall on all the other nights. The dancing partners for Navy or Coast Guard men during their infrequent visits there are big, muscular women in overalls, who come to the amusement center at 10 or 11 p. m., directly from the fish cannery, with the nautical smell still lingering. Yes, Kodiak is quite an interesting town, at that, the men of VP-12 have agreed.

NOW AIR-YACHT!

S. D. Sun 9/20/37

Presto! Consair Works Magic

By HAROLD KEEN

AND now—the air-yacht!

An offshoot of the United State's Navy's most powerful patrol bombers, the latest contribution to the field of private aeronautics was unveiled today in blue-prints and drawings, at the Consolidated Aircraft Corp. plant.

Imagine a destroyer converted into a palatial private cruiser for a wealthy sportsman.

A Luxury Ship

This, translated to aeronautical terms, is what is being accomplished at the Consolidated plant, it was learned today.

A steel-gray, twin-motored monoplane, whose lethal capacity is greater than that of any other Navy plane in existence, has been stripped of her death-dealing armaments, the interior has been re-designed and re-decorated, and presto!

A bomber has been transformed into a luxurious, beautiful craft that could take a wealthy New York sportsman and a party of 24 to Bermuda for a weekend holiday, or to a fisherman's paradise in some isolated Canadian lake, or to Miami, Charleston, New Orleans, Chicago—literally anywhere in the country without an in-between stop.

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THE idea germinated in the minds of Consolidated's engineers shortly after Richard Archbold, 30-year-old research associate of the American Museum of National History, last June made his flight from San Diego to New York in a Consolidated airboat—the first non-stop hop of a seaplane across the United States.

Archbold's trip demonstrated the practicability of flying a seaplane across vast stretches of land. The PBY-1's 4000-mile cruising range and the dependability of its two 1000-horsepower engines reduced, to a great extent, the element of risk.

Hull Transformed

Originally designed as a military bomber, recently altered to fit the needs of a flying laboratory, the PBY-1 now is being prepared for its third usuage—that of the air-yacht.

The plain hull, used for military purposes to house a bombing crew, has been transformed to contain sleeping quarters, complete galley and cocktail lounge, lavatories with hot and cold running water, stowage space for hunting and fishing equipment.

Ample room for 20 persons, besides a four-man crew, is provided for daytime flights, and at night accommodations are available for six passengers, crew of four and steward. There are comfortable overstuffed divans which may easily be changed into berths.

S. D. Union 1/31/37

HUBERT WILKINS REPORTED SAFE

NEW YORK, Sept. 21 (Tuesday) (A.P.)—The Explorers' club today said Sir Hubert Wilkins, unreported for 36 hours while searching for the missing Russian fliers in the arctic, again was in radio communication and apparently not in trouble.

By telephone, Capt. W. R. May, Canadian Airways superintendent at Edmonton, Alta., told the club Wilkins reported landing his huge flying boat on a small lake in the Mackenzie delta.

Am. Aviation 9/1/37

Wood to Purdue

San Diego, August 24—K. D. Wood, aeronautical engineer for Consolidated Aircraft Corp., left the company on July 1 to become Professor of Aeronautical Engineering at Purdue University. He will service Consolidated as consulting engineer.

Friedman

CONTACT 9/1/37

OFF FOR THE ARCTIC, to search for the Soviet airmen, who were forced down while attempting another hop from Moscow to the United States, Sir Hubert Wilkens is taken out to the Consolidated Flying Boat "Guba", at North Beach, New York. In the boat are the crew, Gerald Braein, Sir Hubert, and Pilots, Capt. Hollick-Kenyon and Russell Rogers.

SEPTEMBER 1937 SPERRY gyroscope

Left: Flying over Boulder Dam—the Consolidated Flying Boat in which Richard Archbold recently completed a non-stop overland flight from San Diego to North Beach Airport, New York, purchased by Amtorg Trading Corporation will be used in an attempt to rescue the lost Soviet air men. Sir Hubert Wilkins is heading the expedition. The Flying Boat is equipped with Gyropilot and a Directional Gyro

Wednesday, September 22, 1937

4 San Diegans To Attend Coast Aviation Conference

S.D. SUN

Four San Diegans will leave tonight to attend conferences on aviation sponsored by Gov. Frank Merriam, to be held in Sacramento tomorrow, Friday, and Saturday.

They are Tom Bomar, Chamber of Commerce; Jack Hicklin, of the Chamber's aviation committee; Edgar Gott, of Consolidated Aircraft, and Ray Booth, of the Junior Chamber of Commerce aviation committee.

Conference speakers will include Rear Adm. Arthur Cook, chief of the Navy's bureau of aeronautics; Maj. Gen. Oscar Westover, chief of army aviation; Comdr. Charles E. Rosendahl, naval lighter-than-air craft expert; Col. Clarence Young, Pan-American Airways, and Gov. J. B. Poindexter, of Hawaii.

DEATH FROM THE AIR

S.D. SUN 9/22/37

Adm. Cook Describes Air Tactics

By HAROLD KEEN

BOMBING of heavily populated civilian centers, such as has occurred in China during the past few weeks, is no new military tactic, Rear Adm. A. B. Cook, chief of the Bureau of Aeronautics, who arrived in San Diego yesterday for conferences with high-ranking aviation officials, pointed out today.

The Germans, who had already peppered London from the air during the World War, found added inducement to sign an armistice when it became generally known that the Allied air force was seriously contemplating bombing Berlin.

Few authorities, according to Adm. Cook, believe that Japanese air attacks have been for the purpose of demoralizing the non-combatant populace.

Have Military Objective

Most of the bombings in densely populated sections have occurred for a definite military objective to hinder troop movements or destroy fortifications and supplies, it was stressed. He said the fact that a large number of non-combatants happened to be in the vicinity was unfortunate.

Where heavy damage on lives and property was inflicted for no apparent reason, the cause in most cases was inaccuracy of the plane crews' lethal aim, Adm. Cook indicated.

The Bureau of Aeronautics chief arrived here by Navy transport plane from Anacostia, D. C., at 1 p. m. yesterday, and after making it known to reporters that his visit was to be purely unofficial, he went into a series of lengthy conferences with Vice Adm. Frederick J. Horne and Rear Adm. Ernest J. King, conferences expected to be continued today.

Navy Seeks Larger Airboat

Tomorrow afternoon he will leave North Island for Sacramento, where he is scheduled to deliver one of the principal addresses of an Aviation Planning Conference Friday.

Adm. Cook verified the fact that the Navy Department has readvertised for bids on a contract for PBY-4 planes, on which the original estimates by Consolidated Aircraft Corp. and Glenn Martin were far too high, he said.

"A lot of other factors have crept in now in the awarding of the PBY-4 contract which never would have arisen had the original bids been low enough," Adm. Cook declared. He was secretive about the exact nature of these "factors."

Consolidated May Get Contract

When the Navy enters the field of four-motored patrol bombers to succeed the present PBY's as the most advanced seaplane in the service, either Consolidated Aircraft Corp. of San Diego, or Sikorsky Aircraft Corp. will be given the production order, he revealed.

Sikorsky's four-motored craft will be ready for flight tests shortly. Consolidated's "flying fortress" is still under construction in the closely guarded experimental building at the San Diego plant, and will be available for competition with Sikorsky before Navy inspection boards by December or January, Adm. Cook has been notified.

And the "winner" of this competition is in line for an important production contract.

GOLDEN WEDDING COUPLE DRAWN TO S. D. BY CONSAIR

S.D. UNION 9/22/37

Mr. and Mrs. Jacob R. Kern, 3928 Littlefield st., who will observe their golden wedding anniversary today, are busy every minute of the day, and when the sun goes down, they wish the days were longer.

"We are so much in love with San Diego, our home and flowers we feel as if we were newlyweds just starting out in life," said Mr. Kern.

Son Aircraft Inspector

Mr. and Mrs. Kern have the Consolidated Aircraft Corp. and their son, Russell, to thank for their present state of happiness. The son, an inspector at the aircraft firm, was employed by the concern in Buffalo. He was brought to San Diego with the company. It wasn't long until the son mused to himself, "Gee, I'll bet Dad and Mom would like it out here."

Russell began looking around for a home. He bought the one now occupied by the parents on Littlefield st., adjacent to the beautiful Bay Park Village section. So on Easter Sunday, 1936, on a train from Buffalo, N. Y., came Mr. and Mrs. Jacob R. Kern. And they're here "for keeps," they declare.

The Kerns were married Sept. 22, 1887, in New Columbia, Pa. Their parents resided on adjoiniing farms, so it wasn't difficult for the couple to fall in love. The couple heard the call of the city. They quit the farm and went to Milton, Pa., where he got a job in the frame department of a car shop. His pay was 12½ cents an hour for 10 hours a day.

Better Job Won

In 1901 Mr. Kern got a better job with a big gas produciing company in the tube mill.

The job that Mr. Kern liked best and in which his loyalty won him retirement pay was with the Otis Elevator Co. He was with this company 25 years, retiring iin 1933.

Their bachelor son, Russell, bought 40 acres of land near Montou Falls, N. Y., and his parents spent three seasons on the land doing reforesting. They set out 25,000 trees.

The Kerns have three other children — Ruth Klingenschmitt, Sanborn, N. Y.; Sarah Hayler, Buffalo, and Jeanette Bartlett, Hamburg, N. Y.—F. W.

At San Diego, Consolidated doesn't know where it stands. It had a contract with the AF of L, but the union officers went CIO. The AF of L suspended them, and now no one knows what the score may be. West. Flying 9/37

S. D. Union 9/23/37

WILKINS LEAVES ARCTIC FOR N. Y.

BARROW, Alaska, Sept. 22 (A.P.)—Sir George Hubert Wilkins, explorer, today abandoned, at least temporarily, his Arctic search for six lost Russian transpolar fliers.

In the powerful plane which had taken him on five long scouting flights over the ice-flecked Arctic ocean, Wilkins hopped off from Aklavik for Ft. Smith, 1150 miles southward in northwest Canada, en route to New York.

Information at Edmonton was that Wilkins planned to obtain in New York a plane more suitable for northern winter flying and to return to the search for Sigismund Levaneffsky and his five companions, last heard from Aug. 13, soon after they had reported passing the North Pole on their attempted Moscow-Fairbanks flight.

S. D. UNION 9/24/37

CONSAIR OFFICIALS TO FLY TO PARLEY

Bound for Sacramento to attend sessions of the western aviation conference sponsored by Gov. Frank Merriam, four officials of Consolidated Aircraft Corp. will leave by plane at 10 today. They will include R. H. Fleet, president; Ed Gott, assistant to the president; William Wheatley, chief test pilot, and Harry Sutton, assistant chief engineer.

Flying from San Pedro today for Sacramento will be Rear Adm. A. B. Cook, chief of bureau of aeronautics, and Capt. Arthur Bristol, commander of Naval Air station. Adm. Cook is to address the convention tomorrow on naval aviation.

The chamber of commerce will be represented at the conference by Tom Bomar, aviation and industrial department manager.

NAVY TO HAVE 2000 AIRCRAFT

Rear Adm. Cook Announces Expansion Program

S. D. Sun 9/24/37

Plans for a 2000-plane Navy air force were announced in San Pedro yesterday by Rear Adm. Arthur B. Cook, chief of the Bureau of Aeronautics, after a conference with Adm. Claude C. Bloch, commander of the Battle Force.

Powerful Fleet Seen

Completion of the Navy's aviation expansion program will give the United States one of the most powerul fleet aerial forces in the world, Adm. Cook said.

By 1939, this development will be well on its way, Adm. Cook indicated. Of the combat squadrons, 39 will be ship-based, and 24 will be attached to the six aircraft carriers Ranger, Langley, Saratoga, Yorktown, Enterprise and Wasp. Five squadrons will be based aboard battleships and 10 aboard cruisers.

22 Squadrons

Backbone of the Fleet's scouting force will be 22 12-plane patrol bombing squadrons with the Consolidated-built PBY aircraft acting as nucleus for this group of planes.

Adm. Cook left San Diego yesterday with Capt. Arthur L. Bristol Jr., commander of the Naval Air Station.

WILKINS FORCED DOWN BY SMOKE

S. D. Union 9/24/37

NEW YORK, Sept. 23 (A.P.)—Sir Hubert Wilkins' big, navy-type flying boat, which has been engaged in an Arctic search for six missing Russian fliers, was forced down by thick forest fire smoke in Manitoba, Canada, today en route to New York.

Forced by the winter freeze to abandon his flights over the area where Sigismund Levaneffsky and his companions are believed lost, Sir Hubert had been expected to arrive here tomorrow night.

CONFIDENT RUSS FLIERS SAFE, WILKINS SAYS ON S. D. VISIT

S. D. Sun UNION 10/3/37

Still confident that Sigismund Levaneffsky and his five companions are alive somewhere in the Arctic wastes, Sir Hubert Wilkins, world-famed explorer, was a visitor in San Diego yesterday, conferring with aviation officials and seeking data on additional navigational equipment.

Sir Hubert Wilkins

Wilkins, in a Consolidated plane borrowed from Richard Archbold of the American Museum of Natural History, spent a month in the polar regions, covering 19,000 miles of flight in search of the Russian fliers. Of that distance, 12,000 miles were flown over the Arctic wastes and much of the flying was under the worst possible weather conditions. Performance of the San Diego-built plane was such that Wilkins found it difficult to express fully his enthusiasm for the big flying boat, which he termed "an explorer's paradise."

With him on the flight were two pilots—Herbert Hollick-Kenyon, a veteran of Lincoln Ellsworth's Arctic flight, and Al Cheesman, who flew in the Arctic with Wilkins on his 1929 discovery expedition. Jerry Brown, engineer, and Ray Booth, radio operator, made up the rest of the plane's personnel.

After conferring with Archbold and with Maj. Reuben H. Fleet, president of Consolidated, Wilkins spent some time with Lt. Comdr. L. H. Grey, retired, navigation instructor at Ryan's, in an effort to locate a drift and ground-speed meter for

(Continued on Page 3, Col. 4)

WILKINS LAUDS S. D. FLYING BOAT

(Continued from Page One)

use in his coming continuance of the search. He left last night for New York, where Grey has arranged a meeting with Lt. Comdr. P. V. H. Weems, retired, noted aerial navigator. Wilkins is continuing his surveys voluntarily, while the Russian government still is pressing the search for the six missing men. Wilkins said yesterday that the men had food for six weeks, which by careful rationing could be extended to almost twice that time. In addition, he says that if they got their big plane down safely they should find added sustenance by killing seals or polar bears, as the party carried rifles and ammunition.

RADICAL CHANGE MAKES AIRCRAFT NAVY 'FIRST LINE'

S. D. Sun 9/22/37

New U. S. Patrol Bombers To Speed Up Contact With Enemy In Battle; Planes' Taking Over Surface Craft Duties Sets Precedent

By HAROLD KEEN
The Sun's Navy Editor

The Navy's new patrol bombers have replaced destroyer as the first line of war craft to contact the enemy.

This radical change in Navy battle tactics was revealed today by high-ranking officers at Naval Air Station.

First inkling of the new role to be played by the giant air boats, of which 176 are being produced at Consolidated Aircraft Corp., was contained in an official Navy order yesterday to Adm. Arthur J. Hepburn, Fleet commander-in-chief, directing him to make the following reorganization, effective Oct. 1:

1—Transfer all destroyers now in the Scouting Force to the Battle Force.

2—Transfer all patrol plane squadrons, minus the Utility Wing, to the Scouting Force from the Aircraft Base Force.

3—Transfer administration of the Utility Wing from the USS Wright to the USS Rigel, receiving ship at the Destroyer Base, thus making this plane unit an integral part of the Base Force.

Not Emergency Move

No emergency situation has caused this drastic change, it was pointed out. The Navy Department for several months has been considering the most effective use to which the Consolidated-built planes might be put, has been keeping close watch on their performances to determine their possible role in actual battle.

"The patrol planes have been proved the best scouting instruments in the Navy," an officer on the staff of Rear Adm. Ernest J. King, Aircraft Base Force commander, said today.

Fleet's 'Eyes' In Sky

"They will replace the Scouting Force Destroyers as the first line of war craft to contact the enemy.

"The Scouting Force destroyers will, after Oct. 1, be available to the Battle Force, which thus will be immeasurably strengthened.

"Before two opposing fleets actually clash, information is sought on the other's position and movements. Because of the long range of the PBY bombers (4000 miles), they are far more effective in obtaining this information than comparatively slow moving surface craft.

Scouting Speeded Up

"A squadron of patrol bombers, for instance, could take off from its base and 'spot' the advance units of the opposing fleet many hours before the speediest Scouting Force destroyer. In addition, a squadron of bombers could disable the vanguard of a Fleet with its load of bombs. Thus, the PBY combine both Scouting and Battle effectiveness."

The patrol bombers being built in San Diego have, as a result, changed the entire picture of Fleet operations, it was revealed. In effect, they are replacing the Scouting Force destroyers in function, without sacrificing their destructive strength.

King Heads Scouting

Rear Adm. Ernest J. King will be placed in command of the Aircraft Scouting Force, according to the Navy Department. The tenders Wright, Langley, Thrush and Owl, and attending craft at the Fleet Air Bases at Coco Solo, Canal Zone and Pearl Harbor, will be shifted to the Scouting force from the Aircraft Base Force.

Comdr. Allan I. Price will continue in command of the Utility Wing Base Force, whose two squadrons will be attached to the U. S. S. Rigel.

Rear Adm. Walton R. Sexton, present commander of Battle Force destroyers, will stay in command of the amplified force and also will be at the helm of Destroyer Flotilla One. Rear Adm. William S. Pye, now commander of Destroyers, Scouting Force, will be placed in command of Flotilla Two of the Battle Force.

CONSOLIDATED'S TALENT TO GIVE SHOW AT BOWL

S. D. Union 9/27/37

An amateur show of 30 acts, ranging from hula dancing to grand opera, will be presented in Ford bowl, Balboa park, Friday evening at 7:30. The announcement made by Donald Frye, personnel director of Consolidated Aircraft Corp., who said that only Consolidated talent will be used in the show. It is free to the public.

"Someone suggested several weeks ago," Fry said, "that our private amateur show given by and for employes at the recent company picnic, would be a fitting gesture to express our wholehearted accord with the coming Community Chest campaign. The idea won the immediate approval of Maj. Reuben Fleet, Consolidated president. Since then we have uncovered an amazing number of first quality entertainers and these have now been worked into a gala show under the direction of Les Crawford, master of ceremonies.

"Many persons are unacquainted with the fact that Consolidated for some time had a 30-piece band, as well as a hill-billy band, a former Russian grand opera singer, several experienced radio and stage performers, together with a Swedish choir, Scotch bagpipes, dances and soloists of both voice and instrument as well as other performers.

"While this free show is an expression of co-operation with the Community Chest campaign on behalf of Consolidated employes, it was the expressed wish of all those giving of their time and talent that non solicitation of funds be made at the show. Therefore it was decided to hold the show Friday night preceding the official opening of the campaign and the show will be free in every respect. Through the courtesy of Walter Church a public address system will be installed for the occasion so that the record crowd expected can hear all the numbers."

Planes Become Fleet's First Line Of Battle

(Continued from Page 1)

SEAPLANE UNIT ASSIGNED TO SEATTLE BASE

Six Consolidated Planes To Leave For North October 10

S. D. Sun 10/3/37

To the Navy's rapidly expanding force of patrol bombers today had been added another squadron, Aircraft Base Force headquarters at North Island announced.

Squadron VP-19, commanded by Lieut.Comdr. D. C. Allen, was commissioned at the Sand Point Naval Air Station, Seattle, Friday, boosting to three the number of patrol plane units based in the Pacific Northwest.

Mass Flight Due

VP-19 will be equipped with six P2Y3 Consolidated-built seaplanes, predecessors to the present PBY-type aircraft. Now in active use with Patrol Squadron 7, based at North Island, the ships will be flown non-stop to Seattle Oct. 10, according to Capt. Alva D. Bernhard, chief of staff to Rear Adm. Ernest J. King, Aircraft Base Force commander.

Lieut.-Comdr. Robert L. Fuller will lead the mass flight to Seattle over a route which is not unfamiliar to the VP-7 aviators, who piloted these same planes from San Diego to Seattle last summer for tactical exercises.

The VP-7 personnel will return to San Diego to accept delivery of 12 new PBY-2 bombers under production at the Consolidated plant.

Lieut.-Comdr. Allen, commander of the Navy's newest patrol squadron, was transferred from VP-17, a sister unit at Seattle, which will be led by Lieut-Comdr. John Perry, formerly on duty in Washington, D. C.

Eventually, all three patrol squadrons at Seattle will be provided with 12 new PBY planes each, it was reported at North Island yesterday.

Defense Developed

Expansion of the Pacific Northwest base is in line with the Navy's policy to develop defense facilities in the Puget Sound-Alaska region, long neglected. At Sitka, Alaska, a half-dozen Martin-built bombers of VP-16 have just completed six weeks duty during the establishment of the Navy's northernmost seaplane base. They will be relieved during the fall by another squadron, presumably from Seattle.

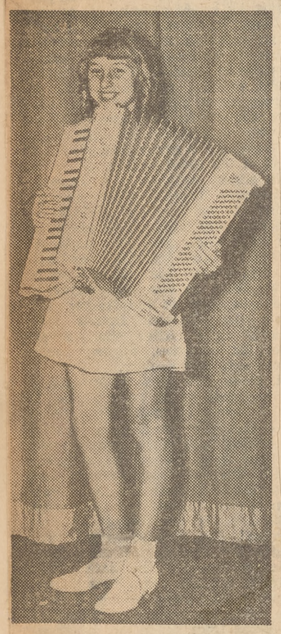
Meanwhile, plans are under way to form another patrol plane squadron at Pearl Harbor in the near future. Designated as VP-18, the squadron probably will be supplied with Consolidated-built bombers to be flown to Hawaii on another in the series of trans-Pacific mass hops.

With production on the Navy's order for 50 PBY-2 type seaplanes progressing at Consolidated Aircraft Corp., San Diego's Patrol Squadron 11 soon will be fully equipped with 12 of these craft, and the Canal Zone's VP-2 then will obtain its dozen planes to be delivered in December to the Fleet Air Base, Coco Solo.

S. A. UNION 9/30/37

TO ENTERTAIN CONSOLIDATED EMPLOYES TOMORROW NIGHT

C. Z., Lavina, and Chester Sheppherd, whose lively music will be a feature of the big free Consolidated employes' show tomorrow night in the Ford bowl, Balboa park.



Mary Adele Trushinski, accordionist and singer, who will entertain.

AMATEUR TALENT TO BE HEADLINED AT BOWL SHOW

Consolidated employes' big free show tomorrow night at 7:30 in the Ford bowl, Balboa park, promises to be one of the most surprising demonstrations of amateur talent ever seen in San Diego, Donald Frye, Consair personnel director, said yesterday.

The show, which is a pre-Community Chest campaign gesture, will include 27 unusual acts. Each act is a tribute to the untiring work of Les Crawford and his committee, Frye said.

A one-string violin solo with the violinist wearing boxing gloves, an acrobatic dance by a young woman who, balanced on her elbows, drinks from a glass held in her feet, a solo by a former Russian opera singer, as well as several surprise acts are planned, Frye added.

PUBLIC INVITED TO PARK SHOW OF AIR FIRM

S. D. TRIBUNE 9/29/37

Donald Frye, personnel director of Consolidated Aircraft Corp., today announced a big free amateur show of Consolidated talent totaling approximately 30 acts to be given for the public Friday at 7:30 p. m. in the Ford bowl in Balboa park.

"It was suggested several weeks ago," Frye stated, "that our private amateur show recently staged for employes only, would be a fitting gesture on behalf of Consolidated employes to express our accord with the coming Community Chest campaign and the idea won the approval of Maj. Fleet. Since then we have uncovered a large number of good entertainers within our ranks and these have been marshaled into one gala show under the direction of Les Crawford, who will be master of ceremonies. Many persons are unacquainted with the fact that Consolidated for some time has boasted a 30-piece band, a full hillbilly band, a former Russian grand opera singer, several experienced radio and stage performers, together with a Swedish choir, Scotch bagpipes, dancers and soloists of both voice and instruments and many other performers.

"While this show is an expression of cooperation with the Community Chest campaign on behalf of Consolidated employes, it was the expressed wish of those contributing their time and talents to the free show that no solicitation of funds be made. Therefore it was decided to hold the show Friday night preceding the official opening of the chest campaign and the show will be free in every respect. Through the courtesy of Walter Church, a loudspeaker system will be installed.

SOVIET BUILDS WAR AIRCRAFT OF U. S. DESIGN

Mass Production Of Big Bombers And Scouts To Start Soon

S. D. Sun 9/29/37

By NORMAN B. DEUEL

MOSCOW, Sept. 28. — Should the Soviet Union ever be forced to go to war, American designing and American technique in manufacturing will play a large part in the performance of the vast red air fleet.

While producing excellent types of pursuit and bombing planes, largely using American type motors such as the Wright Whirlwind, built under license, within a year it is expected mass production will begin on Soviet production of the American Vultee bomber.

This single-motored, high speed ship will be manufactured in a huge plant near Moscow, expected far to exceed the capacity of the Vultee plant at Santa Monica, Calif.

Vultee engineers are supervising construction of the plant under a reported $1,000,000 contract.

To Build Flying Boats

Similarly, near the Azev Sea, 15 American engineers of the Consolidated Aircraft Corporation of San Diego, are arranging construction of a plant to manufacture flying boats.

Estimates of present Soviet military planes in use range from 3000 to 5000. Probably both figures are more or less correct, depending upon whether obsolete types are included.

These figures may be obsolete even now, since mass production of airplanes as organized under the Commissariat of Defense Industry has at least potentially the capability of enormous production.

Corps Commander V. V. Khripin, second in command of the Soviet air fleet, boasted last January that "by its numbers, quality of equipment and military training of personnel, by its unity and readiness for self-sacrifice, is the most powerful in comparison with any air fleet of any capitalist country."

1936 First Big Year

He declared that during the first 10 months of 1936, in comparison with the same months of 1935, the production of Soviet airplane factories "almost doubled."

Production of airplane motors, according to Khirpin, increased 46 per cent during the same period.

As to personnel, Khirpin said: "If in Germany, Goering announced a slogan of training 70,000 pilots, then we must have more than 100,000 pilots. This is not a fantastic figure, but is supported by realistic possibilities. We are going to fulfill this program as successfully as we have dealt with training of personnel up to now."

Bombers Of Latest Type

Comparison of the types of ships with May 1, 1936, revealed a concentration on bombers of a modern type. In 1936, out of a total of 755 planes, there were 30 very fast, highly maneuverable two-motored bombers.

In 1937, out of 801 planes, these fast bombers numbered 136. Fast pursuit planes exhibited, however, decreased from 375 to 260, the difference and any built during the year apparently having been diverted to other celebrations or kept on the ground.

The Soviet air force numbers probably 200 huge four-motored bombers, vulnerable to attack by faster planes, but of the type used to land 1200 men, 150 machine guns and 18 light field guns behind "enemy lines" during maneuvers last fall.

The fast pursuit planes have not been seen close at hand by foreigners in Russia. Apparently of this type, however, Soviet planes seen in Spain caused astonishment by their performance and armament. They are equipped with two machine guns firing from the wings, operated by the pilot touching a button, a machine gun firing from the tail and a two-inch cannon firing through the plane's propeller.

AIR YACHT IS PLANNED

S.D. TIMES 9/19/37

Consolidated to Convert Navy Bombing Plane For Private Use

SAN DIEGO.

FOLLOWING experience gained from numerous successful long-distance flights over water and land, the Consolidated Aircraft Corporation has completed plans to modify one of its most formidable military planes for private and commercial use as an aerial yacht, according to C. A. Van Dusen, vice president of the corporation.

The original consolidated design, known as the Navy PBY 1, has a range of 4,000 miles when outfitted especially for long distances. The military merits of the flying boat were first demonstrated in squadron formation flights from San Diego, Calif., to Hawaii, about 2,400 miles. Other noteworthy demonstrations followed.

Application of the design to commercial use was decided shortly after Richard Archbold, 30-year-old research associate of the American Museum of Natural History, last June made his epochal flight from San Diego to New York in a Consolidated "airboat"—the first nonstop hop of a flying boat across the United States.

"Airboat" Practical Over Land

Archbold's trip demonstrated the practicability of flying an "airboat" across vast stretches of land. The cruising range of the boat and the dependability of its two 1,000-horsepower Pratt & Whitney engines reduced to a great extent the element of risk.

The young explorer, who is personally financing an expedition to New Guinea, has, since his transcontinental flight, permitted the Russian Government to acquire the boat for the use of a party headed by Sir Hubert Wilkins to search for the Russian fliers lost in the Arctic. Consolidated is now building a new boat for Archbold which will be used by him this Winter in his expedition to New Guinea.

Originallly designed as a military bomber, recently altered to fit Archbold's needs of a flying laboratory, a further design developed from the PBY now is being prepared for its third usage—that of the air yacht, to cruise at sea or over land to remote lakes and rivers.

Will Carry Twenty Passengers

The heretofore plain hull, used for military purposes to house a bombing crew, is to be transformed to contain sleeping quarters, complete galley and cocktail lounge, lavatories with hot and cold running water, stowage space for hunting, fishing and other sports equipment.

Ample room for twenty persons, besides a four-man crew, is to be provided for daytime flights, and at night accommodations are available for six passengers, crew of four and steward. There are comfortable overstuffed divans which may easily be changed into berths and an interplane telephone.

The original military purpose of the PBY-1 has caused to be built into it not only seaworthiness but the ability to make high speed. The "airboat's" top cruising speed is to be 150 miles an hour with full load. Climb and take-off ability is such that the plane can be used in small harbors and rivers as well as at scheduled airway terminals. And at the end of a flight the yacht may be anchored in a lake or bay and used as living quarters.

AIRCRAFT TALENT TO HELP CHARITY IN SHOW TONIGHT

Everything is in readiness for the Consolidated Aircraft employes' free amateur show in the Balboa park Ford bowl starting at 7:30 tonight, according to Les Crawford, master of ceremonies for the gala event.

"Never before to our knowledge," Crawford said, "has a show of this kind been staged anywhere else equalling either the magnitude or the talent which it is our good fortune to be able to present free to the public as a send-off gesture on the part of Consolidated Aircraft for the coming Community Chest and Red Cross campaign.

From our Nicholas Tuevensky, who formerly was a singer with the Russian Grand Opera company to the diminutive 5-year-old tap dancer, Donna Sweeting, and from the hula dancer to the boxing-gloved violin player, we have an exceptional array of talent, and we believe those attending will agree.

"While this is a gesture of cooperation with the coming Community Chest campaign on the part of Consolidated Aircraft employes, it is to be clearly understood," Crawford continued, "that the entertainment presented is absoluately free and that there will be no direct solicitation of contributions. This is in accordance with the expressed wish of the entertainers who have so generously contributed their time and talent."

Selections played by the 30-piece Consolidated band will open the program.

Featured artists include: Bernardine Roese, Noble Crawford, Norman Robertson, Al Tyler, Cottie Doig, Archibald MacKellar, Mrs. Doig, Jeannette MacKellar, Kelman Aiken, Lavina Sheppherd, Donna Sweeting, Catherine and Margaret Phipps, Earnie Hodgson, Marie Luppke, Charlie Tailer, Al Nelson, Gus Granstedt, Bill Maloney, Gus Johnson, Petrus Carlson, A. Vinje, Ed Reese, Nicholas Tuevensky, C. R. Brady and his hill-billy band, Louise Richards, the Sheppherd trio, Mr. and Mrs. Roese, Mr. and Mrs. Woodhead, Bill Stutzke and his male chorus, Mary Adelle Trushinski, Helen Pali and Les Crawford, Lillian Greibner and Bill Ogden, Elinor Gibbs, Dick Bartlett, and John Holloway.

Members of the band, under the direction of Charles Sproull, include, John Curtis, secretary-treasurer, and Chester Sheppherd, John Woodhead, Leroy Buerger, John Hammet, Charles Spear, Andrew Wade, Albert Duncan, Gordon Seely, Hugh Watkins, Nicholas Maisheff, Adrian Kimble, Howard Kraft, John Hodgson, Talley B. Hill, Roy Harshbarger, Emmett W. Clark, Thomas Sutton, Gerald Morey, Douglas B. Clark, Louis Brown, Ed Wade, Ross Plumb, Donald Eby, Alfred Woener, Harold Hastings, DeWitt Etchings, Fred Brady, Joseph Bell, Randolf Woods, W. J. Liddicoat and Alvin Licht.

AMATEURS PRIMED FOR BIG NIGHT IN FORD BOWL

S.D. Union Oct 1 1937

Among the featured vocalists who will take part in the free show to be presented by Consolidated Aircraft Corp. employes in the Ford bowl tonight at 7:30 are, from the left: Dick Bartlett, Margaret and Catherine Phipps, Louise Richards, and Kelman Aiken.

Makes Friendly Call On S. D.

Sir Hubert Wilkins, Arctic explorer, shown at left on his arrival in San Diego this morning, being greeted by Richard Archbold, whose Consolidated-built plane Wilkins used in his recent futile search for five missing Russian aviators in the far north.

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Sir Hubert Wilkins In S. D.; Visits Consair Officials

(Continued from Page 1)

Lockheed Electra, the one flown round trip across the Atlantic recently," he said. "My trip to San Diego is merely to renew acquaintances with Consolidated officials and to see my friend Mr. Archbold.

"In about two to three weeks, the ice in the far north will be packed solidly enough to enable use of a ski-equipped plane. We have not given up hope that the Russian fliers are alive.

"We flew the Consolidated airboat purchased by the Soviet government from Mr. Archbold for 20,000 miles over the Arctic, and it performed splendidly. It is now in New York in possession of Russian officials. I have no idea what they are planning to do with it."

Wilkins recalled that when he used Fokker planes in his Arctic exploration 10 to 12 years ago, he first met Consolidated's Edgar Gott, then an aide of Anthony Fokker.

The Arctic explorer will return to Los Angeles tonight, he said.

Sir Hubert Pays Visit To Consair

Explorer Plans Return To Arctic Hunt For Soviet Fliers

S.D. Sun 10/4/37

"Just to pay a friendly visit" to Consolidated Aircraft Co. officials, Sir Hubert Wilkins, the noted Arctic explorer, arrived in San Diego from Los Angeles today by plane.

At Lindbergh Field to greet him this morning were Richard Archbold, research associate of the American Museum of Natural History, whose Consolidated-built airboat Wilkins piloted over northern ice fields in search of five missing Russian aviators; Edgar Gott and Frank Learman Jr., assistants to the president at Consolidated Aircraft Corp., and I. M. Laddon, Consolidated chief engineer.

Wilkins is planning to return to the Arctic tundra to continue his hunt for the Soviet airmen in a plane equipped with skis for landing on ice.

"I have in mind Dick Merrill's

Friday, October 1, 1937—

S.D. Sun

CONSOLIDATED OFFERS CHEST SHOW TONIGHT

Sproull Directs Band For Goodwill Program By Aircraft Corp.

The complete Consolidated band, composed of employes of Consolidated Aircraft Corp., will open the outdoor amateur show in the Ford Bowl, Balboa Park, at 7:30 p. m. today, in a goodwill gesture by the employes toward the coming Community Chest-Red Cross drive.

The program will be free to the public.

After the band opens the program, there will be a wide range of specialty numbers presented by employes. Donna Sweeting, five-year-old tap dancer, and Nicholas Tuevensky, former Russian Grand Opera singer, will be two of the performers.

Sproull Directs

Charles Sproull will direct the band, composed of the following Consair employes: John Curtis, secretary-treasurer, and Chester Sheppherd, John Woodhead, Leroy Buerger, John Hammet, Charles Spear, Andrew Wade, Albert Duncan, Gordon Seely, Hugh Watkins, Nicholas Maisheff, Adrain Kimble, Howard Kraft, John Hodgson, Talley B. Hill, Roy Harshbarger, Emmett W. Clark, Thomas Sutton, Gerald Morey, Douglas B. Clark, Louis Brown, Ed Wade, Ross Plumb, Donald Eby, Alfred Woener, Harold Hastings, DeWitt Etchings, Fred Brady, Joseph Bell, Randolf Woods, W. J. Liddicoat and Alvin Licht.

Featured Artists

The featured artists include: Bernardine Roese, Noble Crawford, Norman Robertson, Al Tyler, Scottie Doig, Archabold MacKellar, Mrs. Doig, Jeanette MacKellar, Kelman Aiken, Lavina Sheppherd, Donna Sweeting, Catherine and Margaret Phipps, Earnie Hodgson, Marie Luppke, Charlie Tailer, Al Nelson, Gus Granstedt, Bill Maloney, Gus Johnson, Petrus Carlson, A. Vinje, Ed Reese, Nicholas Tuevesky, C. R. Brady and his Hillbilly Band, Louise Richards, the Sheppherd trio, Mr. and Mrs. Roese, Mr. and Mrs. Woodhead, Bill Stutzke and his male chorus, Mary Adelle Trushinski Helen Pali and Les Crawford, Lillian Greibner and Bill Ogden, Elinor Gibbs, Dick Bartlett and John Holloway.

Am. Aviation 9/1/37

Consolidated Lays Off 200 Workers

Shortage of Materials and Lack of New Business Blamed; Union Officials Suspended

San Diego, Aug. 20.—Consolidated Aircraft Corp. has laid off some 200 employees with the prospect that more will be let out shortly. In a notice to employees, Reuben H. Fleet, president, said, "Because of shortages of material due to strikes in the east, other delays beyond our control, and lack of new business, it is necesary to reduce personnel materially."

To lessen lay-offs and distribute work, Mr. Fleet said the company had decided to reduce hours and schedules as follows: The third shift will be discontinued; the remaining night shift will be discontinued except for the machine and paint shops and necessary janitors, watchmen and maintenance men; regular 40-hour work week will be followed on both remaining shifts; Saturday work and all overtime schedules (salary and hourly) will be discontinued; partially to make up for loss of overtime pay, there will be added to present rates 5¢ per hour to all hourly employees, plus 5¢ per hour when employed on the night shift, and 5% to the five day base pay of all salary employees (except those on executive payroll).

Previous to the notice, Aircraft Lodge No. 1125, International Association of Machinists, had asked for a 10% increase in wages, a 48-hour week, seniority rights as applicable to layoffs, a shop steward system, closed shop, and no minors or students hired during layoff periods.

Following posting of the lay-off notice, the lodge filed a protest with the company, stating that it was the union's undertanding that it was to be given advance notice of changes and to cooperate with the company in such matters. The union also protested against the company's delay in answering its first letter.

In reply, Mr. Fleet said he had received a letter from C. L. Bentley, Grand Lodge Representative of the International Association of Machinists giving notice that the officers of Lodge 1125 had been suspended under provisions of the constitution of the organization and that the management could henceforth "govern itself in accordance." Mr. Fleet also added the following:

"Would it be in order for us to inquire whether your letter was June 23, 1937 to Admiral King making certain charges against us (unfortunately right at a time when our bid for PBY-4's is under consideration) was directed by your Lodge, or by some committee or written upon your own initiative?" Mr. Fleet's reply was addressed to George R. Smith, recording secretary of the lodge. No other mention of the "letter to Admiral King" has been made.

Western Flying 9/37

PBY-1 adapted for commerce

Consolidated plans commercial version of long range patrol boat.

In anticipation of the export release on the PBY-1 series flying boats, Consolidated Aircraft Corporation is preparing plans for the commercial conversion of the long distance Navy patrol boat. The boat was released by the Navy for domestic commercial use in January this year, but, even for commercial use, the boat is restricted from export until November 1, this year. The release of the military version of the boat will not be made until after the completion of all the PBY types now on order, which will be about May 1, 1938.

The commercial version of the PBY-1 will be a 24-passenger boat similar to the Commodore, but greatly improved in performance characteristics. Because of present restrictions, neither performance data nor weight data can be released on any version of the PBY series.

New factory in Los Angeles

Hlobil heads new concern for building of military aircraft.

Announcement was made near the end of August of plans for the construction of an aircraft factory near Los Angeles by the newly formed Lobil Aircraft Corporation. Joseph S. J. Hlobil, formerly of the Consolidated engineering staff, heads the new organization with directors listed as Charles T. Leigh, vice-president of Consolidated Aircraft Corporation; E. J. Rivers of North American Aviation Corp.; Gregory M. Creutz and E. J. Dickson.

Data as to location of the plant and other details has been withheld until plans have been completed. Hlobil stated, however, that the firm will concentrate on military craft and that work on the first experimental plane would start within the next several weeks. Production is scheduled to start in six months.

Pacific Coast Edition
THE WALL STREET JOURNAL

DOW-JONES
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633 CENTRAL BUILDING
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SEP 26 1937

Press Clipping
FROM
EDWIN W. POTTER

SEP 22 1937

Cons. Aircraft Dividend

Consolidated Aircraft Corp. has declared the regular quarterly dividend of 75 cents a share on $3 convertible preferred stock, payable September 30 to stock of record September 17.

10/4/37

Six Alive, Belief

SIR HUBERT WILKINS

Sigismund Levaneffsky, "the Russian Lindbergh, and his five transpolar flying companions probably still live somewhere on the Arctic wastes, if they brought their big transport plane to a safe landing, Sir Hubert Wilkins, the explorer, said here today.

Wilkins, returning to New York after a month's daring search by air for the missing Russian fliers, stopped in San Diego today to confer with Consolidated Aircraft Corp. officials and Richard Archbold, American Museum of Natural

(Continued on Page 6-A, Col. 2)

'SIX STILL ALIVE,' IS WILKINS' BELIEF

CONTINUED FROM PAGE ONE

History scientist, whose Consolidated-built plane he used in the Arctic hunt.

Interrupting himself with repeated praises for the San Diego plane, a commercial version of Consolidated's big navy patrol planes, Wilkins told of the dramatic search for the Russians, still going on, and of the strong possibility that the six missing men are still alive.

Enough for 10 Weeks

"They carried a six-weeks food supply," the explorer recounted. "By conserving this, as they surely would under the circumstances, it could be stretched to cover 10 weeks. That would carry them until now, and at this season they should be able to live indefinitely upon the seals and polar bears they could take."

The Russian government, he said, still is continuing the search. Although it is uncertain whether it will be conducted from the Russian or American side of the pole later, Wilkins added, he voluntarily is making a survey here and elsewhere to see what flying equipment is available in this country for the search and will turn the information over to the Russian embassy for use in event American equipment is desired.

The one-month search by Wilkins and his companions itself added an epic to aviation annals.

Obviously speaking in praise of his plane and his companions rather than in boast, although he personally handled the difficult job of navigating on the search, Wilkins revealed that the San Diego-built plane roared through arctic fog and storm for an equivalent of six transpolar flights last month. He and his companions flew 19,000 miles, 12,000 of them over the arctic ice and water. Prior to that time, only three transpolar flights had been made—two by Russians just prior to Levaneffsky's attempt, and Wilkins' own in 1928.

"That," the explorer said, "is a tribute to our plane and my companions."

Explorer's Paradise

"That plane," he said, "is the finest job I've ever flown. It's an explorer's paradise. Neither motors nor plane faltered once. We flew under the worst possible conditions, through fog and storm, through what the forecasters called 'frozen drizzle,' a sleet that creates hazardous iceing conditions. Fifty percent of our flying was in weather which would have brought orders to ground a plane on any commercial air line.

"We carried tremendous loads—six weeks' food supply, tackles and fathoms of rope for handling the plane in event we had to land on water aand haul it onto the ice, rifles, tents, sleds, all in addition to heavy gasoline and oil loads.

"Yes, an explorer's paradise, that plane. Why, for all but seven of the 36 days we spent on the trip after leaving New York, we even slept, cooked and ate in the plane.

"I came down here," he said, "particularly to tell Maj. Fleet and the others how we felt about that plane."

Traveling by commercial airline, Wilkins expected to leave for New York this evening.

With him on the arctic search were two pilots, Herbert Hollick-Kenyon, who was with Lincoln Ellsworth on his antarctic flight; Al Cheesman, who was with Wilkins on his 1929 antarctic flight of discovery; Jerry Brown, engineer, and Ray Booth, radio operator, the latter two loaned for the search by Archbold. They took the plane on to New York ahead of Wilkins.

Wilkins conferred here with Maj. Rueben H. Fleet, president-manager of Consolidated; Archbold; I. M. Laddon, vice president and chief engineer of Consolidated, and Edgar N. Gott, assistant to Fleet.

Flying Radio Base to Follow Explorers in Wilds of New Guinea

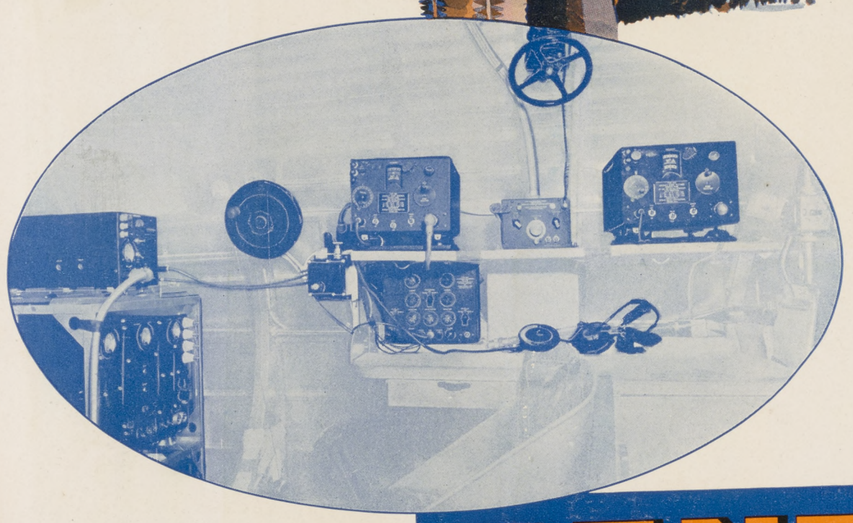
AERO Digest 9/37

Richard Archbold—American Museum of Natural History Expedition is Equipped With BENDIX Radio Apparatus

Into the interior of unexplored New Guinea, Richard Archbold goes equipped with modern science's latest devices. Bendix has installed complete radio transmitting, receiving, direction finding and interior communication equipment in the large Consolidated PBY-1 Plane to be used on this flight, as well as two portable sets used by the ground parties. The plane will transport the exploring parties to this Malay island, and there act as an air base while the expedition heads into the interior. The party is expected to start some time this year.

Bendix Radio Aids Plane in Locating Parties to Drop Supplies

Each of the two ground parties will have portable Bendix Radio equipment consisting of a small transmitter, a small receiver and a gasoline motor-driven generator to furnish transmitting power. The parties will thus keep in constant contact with the plane. By use of Bendix radio equipment the plane will be able to locate the position of the parties and drop supplies as needed.



Interior View of Bendix Radio Equipment in the Archbold Consolidated PBY-1 Plane

(Illustrated in position left to right) Main transmitter; (above) Emergency transmitter; Intercommunication system; Loop rotation indicator. (On the shelf above) Two 6 band, 8 tube superheterodyne receivers. Radio direction finder and loop rotation control in center.

Direct all communications to Bendix Radio Corporation, 9th & Kearny Sts., N. E., Washington, D. C.

BENDIX
RADIO CORPORATION

NEW YORK WASHINGTON DAYTON CHICAGO OAKLAND

West. Flying 9/37

BIG SHIPS

Five of the big planes which American factories are building for foreign trade. From top to bottom: The PBY-1 patrol and bomber, built by Consolidated Aircraft Corporation at San Diego; next, BT-32-A bomber built by Curtiss-Wright, at St. Louis, Mo.; next the S-42-D clipper, transport, built by Sikorsky at Bridgeport, Conn.; next, the Sikorsky S-43 amphibion, now in use by the U. S. Navy, and at bottom the bomber built by Martin at Baltimore. All of these planes are available for export.

EXPLORER PRAISES SAN DIEGO-MADE PLANE

S.D. Ut Reb Bune 10/5/37

They talked about planes, said Sir Hubert Wilkins. The explorer, left, told Maj. Reuben H. Fleet, president-manager of San Diego's Consolidated Aircraft Corp.: "That one is the finest job I have ever flown." Back from his search for the missing Russian transpolar fliers, who he believes may be alive yet in the arctic wastes, Wilkins conferred here yesterday with Consolidated officials and Lt. Comdr. Lloyd R. Gray, U. S. N., retired, operator of a navigation school here, returning to New York last night. On his search Wilkins used a Consolidated flying boat of the type soaring above San Diego in the photograph on the wall.

DOCKWEILER PLEDGES HELP FOR LOCAL HARBOR PROJECTS

S.D. Union 10/8/37

A promise that as a member of the naval appropriations committee he would lend every assistance in obtaining sufficient funds to complete San Diego's ambitious $4,185,000 dredging program at the coming session of congress was made to chamber of commerce board of directors yesterday by Rep. John F. Dockweiler of the 16th congressional district.

"I want to assure you I will use my influence as a ranking member of this committee to have the army engineers set aside the $4,000,000 harbor dredging appropriation out of the $170,000,000 that congress annually appropriates for rivers and harbors improvements," said Dockweiler.

Declaring that during his five years in congress he has been a staunch advocate of adequate national defense, Dockweiler said the war department appropriation of $3,800,000 for improving defenses of the Pacific coast in the current fiscal year will apply in part to strengthening the present equipment at Ft. Rosecrans. Over a period of five years, Dockweiler explained, a total of $15,000,000 will be made available for improving the defenses of various Pacific coast ports, including San Diego.

He asserted the Consolidated Aircraft Corp. plant at Lindbergh field was one of the finest in the U. S. He said 80 percent of all military and naval aircraft is manufactured on the Pacific coast, that $30,000,000 is set aside annually for military and naval aircraft replacement and

(Continued on Page 3, Col. 4)

DOCKWEILER AIDS HARBOR PROJECTS

(Continued from Page One)

assured San Diegans Consolidated need not worry about sufficient contracts to keep it operating.

Dockweiler declared that although congress passed legislation authorizing a six percent differential in favor of Pacific coast shipbuilders, thus placing them on a parity with eastern yards, not a single coast firm has thus far exhibited any interest in seeking contracts for the 35 new liners, freighters and tankers to be built for the merchant marine next year. He said he has consulted with officials of the New York Shipbuilding & Drydock Co., and the plant at Newport News with the object of inducing them to establish branch plants in California.

Dockweiler further pledged his aid in getting appropriations for proposed additions to San Diego's naval shore establishments, including a naval armory. "Completion of these improvements will solidify San Diego's position as a great naval operating port with the authorities in Washington," he said.

The chamber directors voiced their appreciation to Dockweiler for the unqualified support he has given San Diego's congressional representatives in Washington and on all local projects connected with national defense.

SAN DIEGO FIRMS GET LARGE SHARE OF PLANE ORDERS

S. D. Union 10/7/37

Southland Production at Peak; Unfilled Contracts Here Total $13,400,000.

Unfilled plane orders of two San Diego airplane manufacturers totaling $13,450,000 yesterday was a large part of the $63,000,000 "boom" in aviation production in southern California.

Manufacture of airplanes and spare parts is at the highest level of the industry's history in southern California, The Associated Press reported.

Consolidated Aircraft Corp. reported unfilled orders totaled $13,000,000, principally for navy patrol planes.

T. Claude Ryan, Ryan Aeronautical Co. president, announced closing of a contract for an unnamed number of Ryan military training planes for the Mexican government. The order is for planes and spare parts

(Continued on Page 2, Col. 7)

SAN DIEGO SHARES IN AIRCRAFT BOOM

(Continued from Page One)

and is in excess of $50,000, he said. Unfilled orders at the Ryan factory total more than $350,000, highest figure in its history, Ryan reported.

Half the total of southern California's aviation business is for army and navy planes. Some factories are working three shifts a day.

Douglas Aircraft company, Santa Monica, has $35,000,000 in orders and North American Aviation, Inglewood, $9,200,000, including a war department order for 34 basic training planes costing $411,500.

Lockheed Aircraft Corp., Burbank, has just filled a $115,000 order for two transport planes for Venezuela and is working on orders for 15 other commercial planes.

Three million dollars of unfilled orders are on the program of the Vultee Aircraft company at Downey.

Menasco Manufacturing company, Burbank, producer of plane engines, has just signed a contract to supply motors for a new type amphibian plane to be marketed in New York.

OPENED by a record breaking transcontinental race in the Bendix and climaxed by a thrilling camera finish on the last day in the Thompson Trophy, the National Air Races held the spotlight in national sport events September 3, 4, 5 and 6 and offered the spectators at Cleveland the biggest show in the history of the national air classic.

The Bendix, Greve and Thompson Trophy races all recorded the most competitive entry list experienced by these events although, as usual, falling a bit short of previous expectation. The program was well run with excellent balance in aerobatic events and the usual outstanding contributions from the military services.

Eminently successful from the point of box-office attraction for the general public, it was just another Henderson show to the more sophisticated follower of aeronautical events, run a little more smoothly in several departments, containing a couple of new events among a number of old, but good acts, and displaying new equipment and surprises in a number of feature races.

The 1937 National Air Races were officially opened early Friday morning when the first of the contestants entered in the grueling Bendix transcontinental were flagged out of Union Air Terminal in Burbank, California. Jacqueline Cochran, in her Beechcraft, was the first to arrive in Cleveland. She took third in the elapsed time of 10:29:08.70, averaging 194.74 m.p.h., and won first place money for women entrants. Frank Fuller, in his Seversky sport plane, was the next contestant to arrive from the coast. He crossed the finish line for first place in the record time of 7:54:26.31, averaging 258.242 m.p.h., and then continued to Bendix, N. J. to establish a new Bendix transcontinental record of 9:35, an average speed of 255.631 m.p.h.

A REPORT received from the National Air Race management just prior to going to press gives the attendance figures for 1937 as 170,717. Net ticket sales were $262,548.16, and other income $70,396.88, for a total of $332,945.04. Total expenses were $272,257.90, leaving a net for 1937 of $60,684.14.

Eiler Sundorph, in his Sundorph Special, was the next to roar in from the west but placed sixth in elapsed time. Sonny brought the crowd to its feet as his wing displayed remarkable flexibility in a terrific wing flutter that set up immediately in front of the stands. Ten minutes later Milo Burcham crossed the finish line in a Lockheed to place fifth in elapsed time. Less than 19 minutes before the arrival deadline of six o'clock, Frank Sinclair arrived in his Seversky to beat Burcham out of fourth place by less than two minutes.

With less than 11 minutes to go until deadline, Earl Ortman squeezed in to take second place. Ortman flew his modified Keith Rider at an average speed of 224.833, making the flight in 9:49:21.75. It is understood that during the last leg of the flight into Cleveland, Ortman ran into tough weather and while attempting to get around it

picked-up by the excitement of the with a probability of further in- September 1 and September 2.

No. 5 DERDE JAARGANG VRIJDAG 17 SEPTEMBER 1937

Richard Mock (Fokker's representative at Douglas) has been informed of the feature story on PBY-1s in this issue. Jeee

third place, sneaked-up on Ortman and outfoxed him. Both pilots thought that Roscoe and Wittman were still leading them.

The Amelia Earhart Memorial Race, the women's A. T. C. handicap race, was won by Gladys O'Donnell in a Ryan and Art Chester won the Consolation Race. The C. G. Taylor Light Plane Derby, a new feature held the first day of the races, was won by E. H. Spiller, flying a Taylor-Young.

Count Otto's act

Star performer among the group of excellent aerobatic acts was the German, Count Otto Von Hagenburg. Von Hagenburg's act was a grandstand act superb, frightening the cash customers to their complete enjoyment. Inverted antics at an altitude above the ground measured in inches terminated in a spectacular crash the first day of the races. At the end of one of his dashes across the field in an inverted position, Hagenburg pushed forward on his controls to climb and was so close to the ground that his tail scraped. It bounced, bringing his nose down, and the plane was on the ground, skidding to an abrupt stop in the inverted position. The incomplete failure of the upper center section of the little biplane was evidently responsible for the saving of the stunt pilot's life, for he emerged with nothing but a few severe scratches.

Papana's flying was at its best, Tex Rankin was good, but has done better, Dick Granere staged his old, but still popular, act of crazy flying

Who won the money. (For race results, see Page 14.)

Summary of Prize Money Won by Contestants

Rudy A. Kling	$14,400.00
Frank Fuller	13,300.00
Earl Ortman	10,900.00
S. J. Wittman	10,175.00
Jacqueline Cochran	5,500.00
William Zeiger (P. Sinclair)	5,375.00
Air Industries Inc. (R. D. Hall)	4,900.00
Roscoe Turner	3,800.00
Art Chester	2,525.00
Wm. Schoenfeldt (C. H. Gotch)	2,350.00
Marion McKeen	1,250.00
P. C. Hall (Milo Burchum)	1,000.00
C. W. Whittenbeck	1,050.00
Gladys O'Donnell	450.00
R. A. Armstrong (C. McArthur)	300.00
Joe Jacobson (Betty Browning)	250.00
McKeen-Haines (Frank Haines)	200.00
Edna Gardner	150.00
Amelia Gipson	100.00
Dorothy Munro	50.00
	$76,425.00

C. G. Taylor Light Plane Derby Prizes

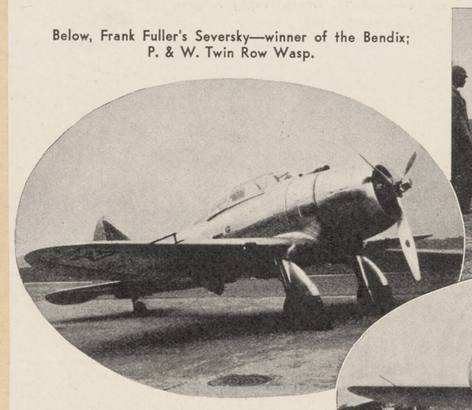
H. H. Spiller	$ 150.00
W. Graham	100.00
H. Carl McQuire	75.00
R. H. Bell	60.00
Jack Marchand	55.00

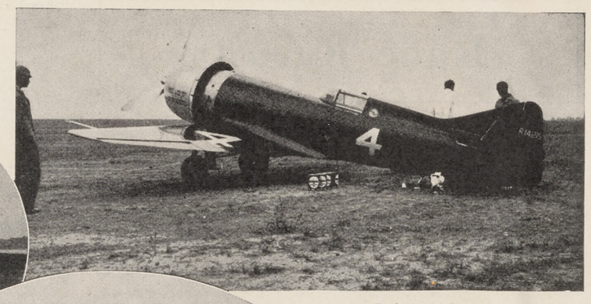
Parachute Jumpers

Shirley Rauner	$ 170.00
Irvin Davis	110.00
Henry Langer	100.00
Leonard Moore	90.00
Earl Stein	90.00
Paul Glinzak	60.00
George DeGrange	50.00
Louis Barr	40.00
Buddy Batzel	30.00
Bob O'Dell	30.00
Al Griffin	20.00
Verne Stewart	20.00
M. J. Burson	10.00
Harry Rafferberger	10.00
E. C. Kelley	10.00
	$ 800.00

TOTAL PRIZE MONEY PAID	$77,885.00
Adele Dill	60.00
J. R. McLester	45.00
L. R. Burlong	25.00
D. D. Fryo	40.00
W. Kenyon	10.00
C. A. Dixon	10.00
Ione Coppedge	10.00
R. L. Stout	10.00
Ario Mahler	10.00
John Jones	10.00
	$ 660.00

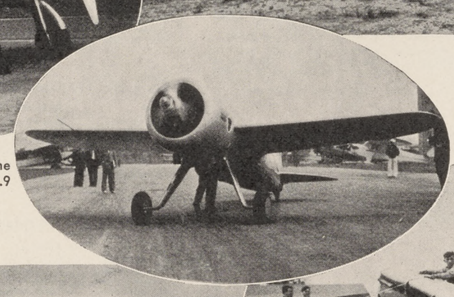
Below, Frank Fuller's Seversky—winner of the Bendix; P. & W. Twin Row Wasp.

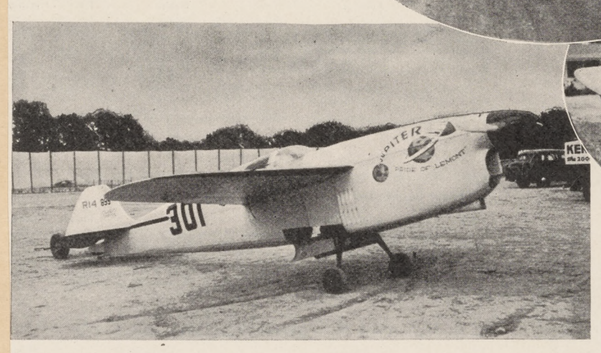


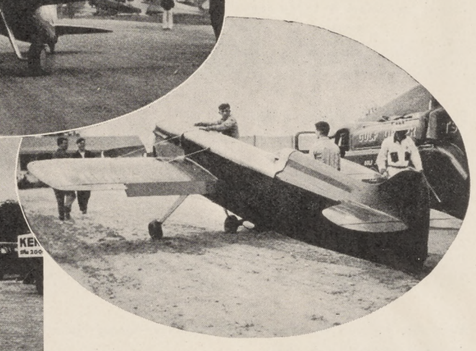


Earl Ortman's Keith-Rider, P. & W. Twin Row Wasp, Jr.

Right, Roscoe Turner's racer, holder of the American record for 100 kilometers, 289.9 m.p.h.; P. & W. Twin Row Wasp.







Above—S. J. Wittman's Racer; Curtiss D-12 motor. Left—R. A. Kling's Racer; Menasco motor. Winner of the Thompson.

mation. In the past the Marines have bombed targets singly in column. This year they dropped out of the sky to the attack in groups of three.

The Army's mass flight consisted of a squadron of eighteen softly purring, two-place Consolidated fighters. During most of the time in the air, the squadron was winding back and forth across the sky in a column of three flights, each flight in column and the three flights flying abreast. As the leader swung back and forth in wide turns, the wing columns crossed over in column.

As a show, the 1937 National Air Races were a success, and financially the gate should show dividends. Dimmed during the early hours of the races by the fatal crack-up of popular Lee Miles during a test flight Thursday, the races were picked-up by the excitement of the Bendix and carried through four days of interesting entertainment without further fatality. The first two days were poor from the standpoint of paid customers with rain adding to the discomfort of those who did attend on Saturday. Sunday saw a big gate and Monday, attendance records were broken. An estimate brought the total paid, unpaid and outside "looker-oners" to a total of over 200,000 persons on the final day. The show offered a fit ceremony with which to initiate Jack Berry's new plant, America's number one airport.

Over $85,000 was available in prize money this year, $77,885 of which was actually paid out. This compares with $63,000 paid out in 1936, a sizable boost, but the 1938 races will see a still greater purse. Already the sum for next year's show has been raised to $102,750 with a probability of further increases, according to reports.

With the announcement of an increase in prize money, the management also announced changes in the 1937 racing plans. Most important of these was a ruling that no plane competing in the Bendix Transcontinental dash would be allowed to compete in the closed course speed events as well. This rule, however, does not apply to pilots, but pilots flying the Bendix must designate an alternate to qualify any additional plane or planes as qualifying trials will be held before Bendix finishers reach Cleveland.

Other important changes in the general program include: reduction to a three day meet instead of four, elimination of racing events for planes in the 397 cu. in. class, elimination of qualifying races and substitution for them of qualifying trials to be held on three days, August 31, September 1 and September 2.

DOCKWEILER PLEDGES HELP FOR LOCAL HARBOR PROJECTS

S.D. Union 10/8/37

A promise that as a member of the naval appropriations committee he would lend every assistance in obtaining sufficient funds to complete San Diego's ambitious $4,185,000 dredging program at the coming session of congress was made to chamber of commerce board of directors yesterday by Rep. John F. Dockweiler of the 16th congressional district.

"I want to assure you I will use my influence as a ranking member of this committee to have the army engineers set aside the $4,000,000 harbor dredging appropriation out of the $170,000,000 that congress annually appropriates for rivers and harbors improvements," said Dockweiler.

Declaring that during his five years in congress he has been a staunch advocate of adequate national defense, Dockweiler said the war department appropriation of $3,800,000 for improving defenses of the Pacific coast in the current fiscal year will apply in part to strengthening the present equipment at Ft. Rosecrans. Over a period of five years, Dockweiler explained, a total of $15,000,000 will be made available for improving the defenses of various Pacific coast ports, including San Diego.

He asserted the Consolidated Aircraft Corp. plant at Lindbergh field was one of the finest in the U. S. He said 80 percent of all military and naval aircraft is manufactured on the Pacific coast, that $30,000,000 is set aside annually for military and naval aircraft replacement and

(Continued on Page 3, Col. 4)

DOCKWEILER AIDS HARBOR PROJECTS

(Continued from Page One)

assured San Diegans Consolidated need not worry about sufficient contracts to keep it operating.

Dockweiler declared that although congress passed legislation authorizing a six percent differential in favor of Pacific coast shipbuilders, thus placing them on a parity with eastern yards, not a single coast firm has thus far exhibited any interest in seeking contracts for the 35 new liners, freighters and tankers to be built for the merchant marine next year. He said he has consulted with officials of the New York Shipbuilding & Drydock Co., and the plant at Newport News with the object of inducing them to establish branch plants in California.

Dockweiler further pledged his aid in getting appropriations for proposed additions to San Diego's naval shore establishments, including a naval armory. "Completion of these improvements will solidify San Diego's position as a great naval operating port with the authorities in Washington," he said.

The chamber directors voiced their appreciation to Dockweiler for the unqualified support he has given San Diego's congressional representatives in Washington and on all local projects connected with national defense.

SAN DIEGO FIRMS GET LARGE SHARE OF PLANE ORDERS

S. D. Union 10/8/37

Southland Production at Peak; Unfilled Contracts Here Total $13,400,000.

Unfilled plane orders of two San Diego airplane manufacturers totaling $13,450,000 yesterday was a large part of the $63,000,000 "boom" in aviation production in southern California.

Manufacture of airplanes and spare parts is at the highest level of the industry's history in southern California, The Associated Press reported.

Consolidated Aircraft Corp. reported unfilled orders totaled $13,000,000, principally for navy patrol planes.

T. Claude Ryan, Ryan Aeronautical Co. president, announced closing of a contract for an unnamed number of Ryan military training planes for the Mexican government. The order is for planes and spare parts

(Continued on Page 2, Col. 7)

SAN DIEGO SHARES IN AIRCRAFT BOOM

(Continued from Page One)

and is in excess of $50,000, he said. Unfilled orders at the Ryan factory total more than $350,000, highest figure in its history, Ryan reported.

Half the total of southern California's aviation business is for army and navy planes. Some factories are working three shifts a day.

Douglas Aircraft company, Santa Monica, has $35,000,000 in orders and North American Aviation, Inglewood, $9,200,000, including a war department order for 34 basic training planes costing $411,500.

Lockheed Aircraft Corp., Burbank, has just filled a $115,000 order for two transport planes for Venezuela and is working on orders for 15 other commercial planes.

Three million dollars of unfilled orders are on the program of the Vultee Aircraft company at Downey.

Menasco Manufacturing company, Burbank, producer of plane engines, has just signed a contract to supply motors for a new type amphibian plane to be marketed in New York.

No. 5 DERDE JAARGANG VRIJDAG 17 SEPTEMBER 1937

Richard Mock (Fokker's representative at Douglas) has been informed of the feature story on PBY-1's in this issue. Thereman 10/5/37

C. van STEENDEREN Jr.
Titiaanstraat 48
AMSTERDAM-Zuid.

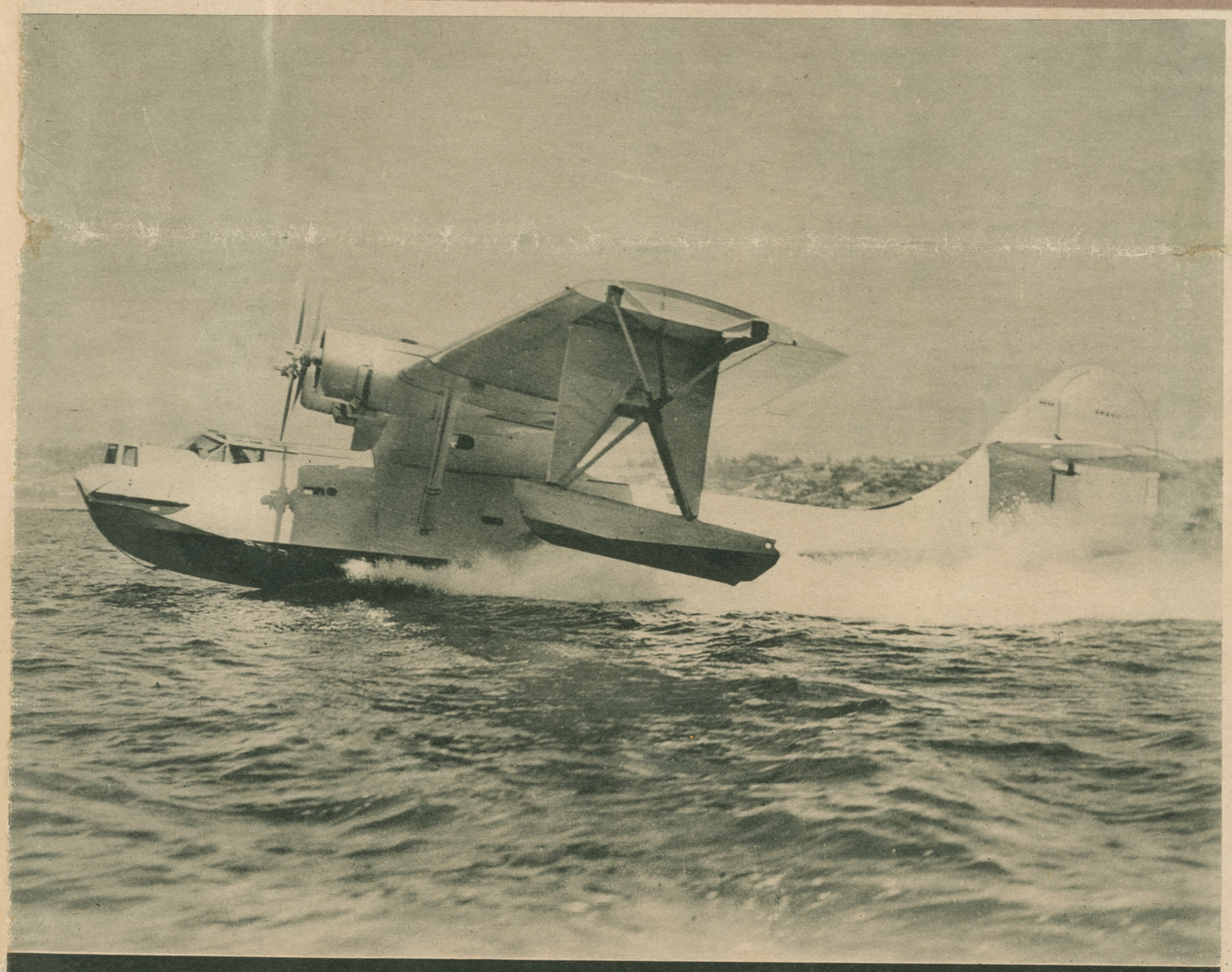
R. H. Flut - 5
D. G. Flut - D9F
T. A. Leerman - J4A-1

de Vliegsport

HET POPULAIR GEÏLLUSTREERD WEEKBLAD OP LUCHTVAARTGEBIED
WAARIN OPGENOMEN DE OFFICIEELE MEDEDEELINGEN VAN DE **CENTRALE JEUGD COMMISSIE VAN DE KON. NED. VER. VOOR LUCHTVAART,** ALSMEDE VAN DEN **BOND VAN NEDERLANDSCHE ZWEEFVLIEGCLUBS** (B.N.Z.C.)
ABONNEMENTSPRIJS: f 1.25 PER HALF JAAR, FRANCO PER POST VOOR GEHEEL NEDERLAND.

8 CENT

UITGEVERS-MAATSCHAPPIJ „C. MISSET" N.V. DOETINCHEM.



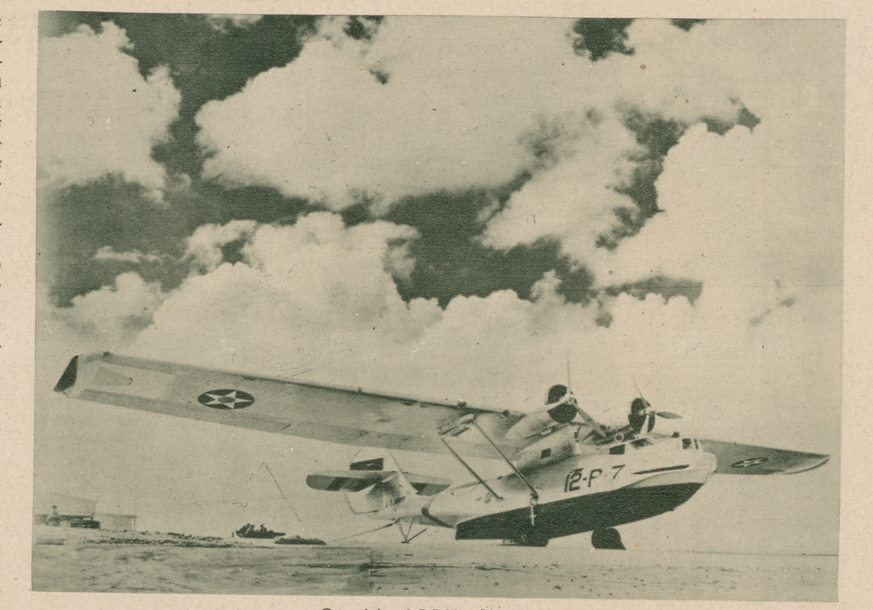
De Consolidated PBY-1 in de start.

De Consolidated PBY-1 marine-vliegboot.

De Consolidated XPBY—I, het prototype der huidige serie, werd gebouwd naar aanleiding van een specificatie der Amerikaansche Marine voor patrouille-vliegbooten en bommenwerpers. De machine werd laat in het voorjaar van 1935 voorgevlogen en de daarop volgende proefvluchten bewezen dermate definitief de goede kwaliteiten van deze boot, dat de Consolidated Aircraft Corporation een order kreeg voor 60 stuks.

Kort daarna verhuisde de fabriek van Buffalo (N.Y.) naar San Diego in Californië, waar een moderne fabriek was gebouwd op het Lindbergh vliegveld aan de San Diego Baai. Niet alleen beschikt men hier over betere faciliteiten dan in de oude fabriek, de nabijheid van het detachement van den Marine Luchtvaartdienst op North Island maakt, dat men uit de eerste hand alle inlichtingen krijgt inzake de verschillende problemen, welke zich voordoen bij het dagelijksch omgaan met groote vliegbooten.

De XPBY—I, welke door de Marine was overgenomen, werd per gewone dienstvlucht van Norfolk (Virginia) naar San Diego gevlogen via het Panama Kanaal. En passant werd een wereldrecord gevestigd door de vlucht van Coco Solo, Panama Kanaal zone, naar Alameda, San Francisco Baai, een afstand van 5541 km, welke de goede kwaliteiten van het type bevestigde. Een tweede en een derde bestelling volgden, waardoor het totaal werd gebracht op niet minder dan 176 PBY—I vliegbooten plus onderdeelen ter waarde van 35 machines, waarmede een totaal bedrag van ruim 19 millioen dollar was gemoeid.



Consolidated P B Y-1 ¾ front.

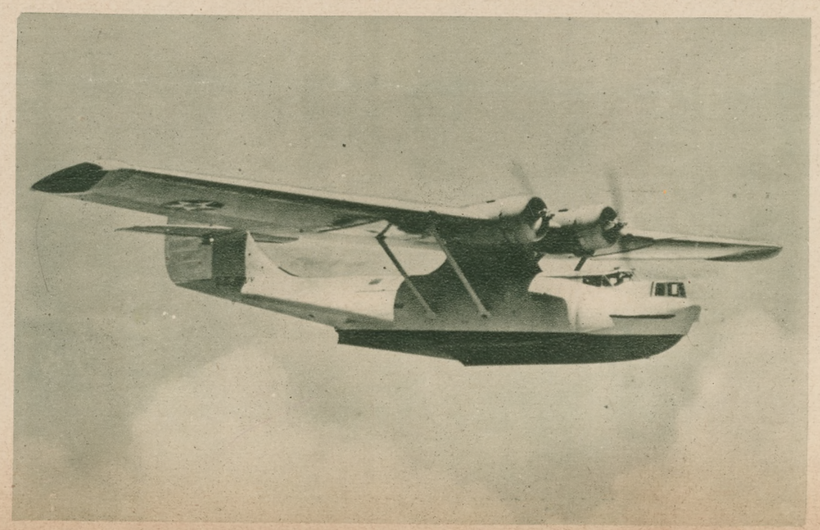
Consolidated P B Y-1 ¾ voor-aanzicht met neergelaten hulpdrijvers, welke in de vlucht de vleugelpunten vormen.

Intusschen is Consolidated geen nieuweling op het gebied van vliegbooten. Reeds in 1928 bouwde men voor de Amerikaansche Marine de XPY—I, de eerste geheel metalen vliegboot. Een commercieele versie hiervan, de „Commodore", werd voor Pan American Airways gebouwd en in de loop van 1929 en 1930 afgeleverd. In totaal kocht Panair 14 stuks dezer booten, welke, hoewel nu zoo langzamerhand verouderd, nog steeds dienst doen op de Zuid-Amerikaansche lijnen. In 1932 bouwde Consolidated 23 P2Y—I patrouille-vliegbooten voor de Marine; dit type was een verdere ontwikkeling van de PY—I en bleek zeer goed te voldoen. De laatste bestelling voor de groote order op de PBY—I was voor 23 stuks P2Y—3 vliegbooten, wederom voor de Amerikaansche Marine. Dit type is meer bekend onder de benaming Consolidated „Ranger" en de Argentijnsche Marine kocht een serie van zes stuks dezer booten.

Na te zijn afgeleverd aan de basis van den Marine Luchtvaartdienst op North Island, wordt iedere PBY—I vliegboot aan een proefvlucht van 24 uur non-stop onderworpen. Het pleit voor het fabrikaat, dat deze proefvluchten tot nu toe alle zonder haperen verliepen. Den 28sten Januari van dit jaar vlogen 12 PBY—I booten, bemand met 80 officieren en minderen, van San Diego naar Pearl Harbor (Honoloeloe) onder commando van den overste William McDade, een vlucht, welke reeds in 1934 was gemaakt door zes P2Y—I vliegbooten onder het commando van majoor McGinnis. Men deed er ditmaal echter vier uur korter over.

Den 13en April werd een tweede escadrille van 12 PBY—I booten van San Diego naar Honoloeloe gezonden, deze keer onder het commando van den overste L. A. Pope en wederom verliep de non-stop-vlucht zonder eenig incident. Een derde dienstvlucht van San Diego naar Coco Solo werd ondernomen door een escadrille van twaalf dezer booten op den 21sten en 22sten Juni van dit jaar, onder het commando van den luitenant ter zee Robert W. Morse, waarbij een nieuw wereldrecord werd gevestigd voor het vliegen in gesloten formatie over een afstand van 4968 km. En op den 24sten Juni j.l. vloog een commercieele versie van de PBY—I, toebehoorende aan Richard Archbold, die verbonden is aan het American Museum of Natural History te New York, non-stop van San Diego Baai naar New York in 17 uur. Bij de landing had men voldoende benzine aan boord voor een vlucht naar St. Johns op New Foundland, naar Puerto Rico in West-Indië of naar de Bermuda-eilanden en terug.

Waar de PBY—I nog steeds op de geheime lijst staat, kunnen gegevens inzake gewichten en prestaties niet worden gepubliceerd en zijn deze slechts beschikbaar voor



Consolidated P B Y-1 ¾ voor-aanzicht in de vlucht.

TRIAL BOARD TO CONDUCT PBY-3 TESTS

70 Airboats Delivered To Navy Squadrons By Consolidated

S.D.-Sun 10/17/37

Consolidated Aircraft Corp. mechanics are preparing the first of 66 PBY-3 type patrol bombers for inspection by a Navy Trial Board, due at North Island within a week, it was revealed at the plant.

The big airboat, most advanced of the three types for which Consolidated has received contracts to construct 176 aircraft, was given its preliminary tests just after it left the final assembly division last week.

Inspect Sikorsky Plane

The Navy Trial Board has been witnessing flights of the big four-motored Sikorsky XPBS at Hampton Roads, Va., during the past week, and will leave for San Diego at the conclusion of these tests.

When the PBY-3 contract for 66 planes is completed next year, Consolidated will have liquidated its entire present backlog of business.

70 Delivered

Of the 176 planes ordered by the Navy from the San Diego aircraft concern, 70 have been delivered to the patrol squadrons. Sixty of these are PBY-1 and 10 are PBY-2 type bombers. The latter group now wear the insignia of Patrol Squadron 11, based at North Island.

PBY-2 type planes will be delivered during the next three months to Squadron VP-2, which will fly 12 on a non-stop hop to the Canal Zone in December, and to Squadron VP-10 of Hawaii, which will "ferry" a similar number of planes across the Pacific early in 1938.

A second group of bids on a PBY-4 type airboat will be opened by the Bureau of Aeronautics late this month, according to reports received here yesterday. Initial estimates submitted by Consolidated and Glenn Martin were considered too steep by the Bureau, which re-advertised for bids. The contract when let will amount to approximately $10,000,000, it is believed.

Western Flying

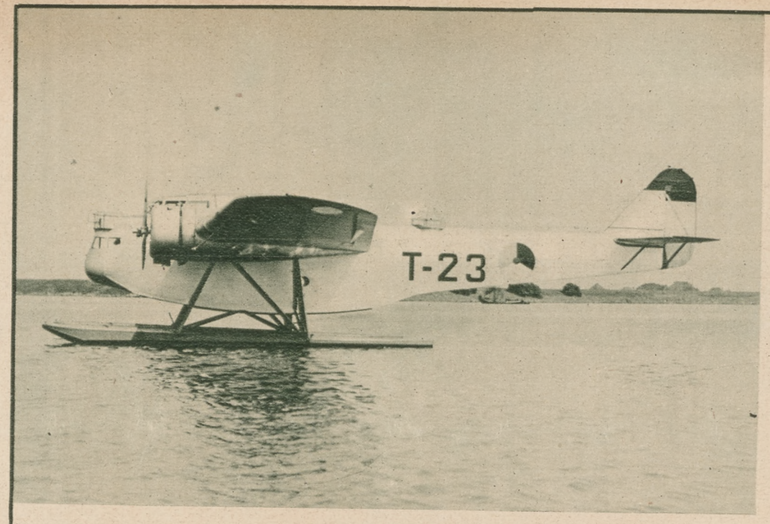
CONSOLIDATED Aircraft Corporation was given permission to contract for the export sale of its military version of the PBY-1 on March 8. This is the first model of the current production flying boat that has received considerable attention because of its use by the Navy in recent mass flights from the mainland to Pearl Harbor. Release of the commercial version of the plane was made December 21, last. 6/37

Archbold to Leave S. D. In January on Air Trip

S.D. Union 10/15

Officials of the American Museum of Natural History yesterday tentatively set January as the take-off date for Richard Archbold's exploration flight from San Diego to New Guinea, The Associated Press reported from Los Angeles. Russell R. Rogers, senior pilot for the museum, arrived there yesterday en route here to inspect the exploration plane, which is under construction at Consolidated Aircraft Corp.'s plant.

FOKKER T. 4

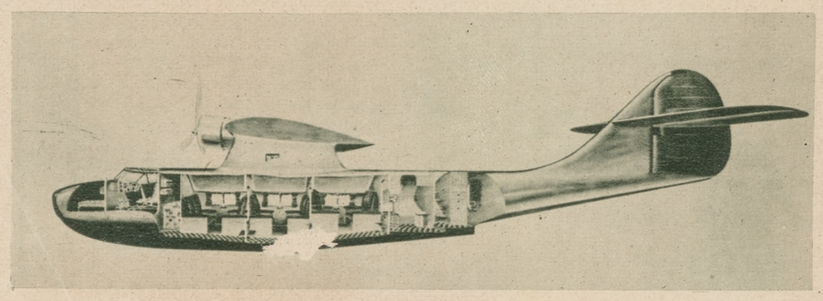


Tweemotorige bommenwerper en lange afstandzeeverkenner op drijvers.

De Fokker T. 4 is in verschillende series geleverd ten behoeve van de Koninklijke Marine voor den dienst in Nederlandsch Indië.

N.V. NEDERLANDSCHE VLIEGTUIGENFABRIEK FOKKER

(Adv.).



Consolidated P B Y-1, uitgevoerd als verkeersvliegtuig voor 24 passagiers en een bemanning van 5 koppen (2 piloten, een marconist, een boordwerktuigkundige en een steward).

serieuze koopers, op voorwaarde, dat zij zich verbinden ze niet openbaar te maken.

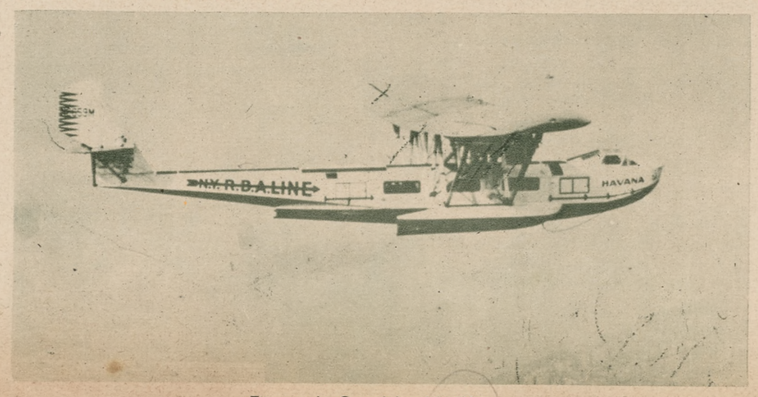
De PBY—I is een geheel metalen hoogdekker-vliegboot met half-vrijdragenden vleugel, gebouwd als lange-afstand zee-verkenner, resp. ook te leveren als lange-afstand verkeersvliegtuig. Twee motoren zijn gemonteerd, n.l. Wright „Cyclone" ofwel Pratt & Whitney „Twin Wasp". Beide types zijn luchtgekoeld en hebben een startvermogen van ruim 1100 pk. De vleugel is bevestigd aan een gestroomlijnde bovenbouw van den romp en tegen den onderkant van den romp afgevangen door vier stijlen. Iedere machine wordt geleverd met een stel losse wielen voor het manoeuvreeren op de steiger en het land.

In het algemeen gesproken is de monocoque constructie voor alle samenstellende deelen, zooals de romp, de hulpdrijvers, de vleugel en de staartvlakken, toegepast, waarbij gebruik gemaakt is van metaalplaat en van getrokken Z en L profielen. Alle lichtmetalen deelen zijn tegen corrosie behandeld voordat de verflaag wordt opgebracht. De uitrusting der machine voor militaire, resp. voor verkeersdoeleinden is zoo geplaatst, dat het zwaartepunt der leege machine op vrijwel dezelfde plaats ligt als dat der geheel geladen machine. In beide gevallen is de stuurhut gesloten en biedt plaats aan twee piloten, naast elkander gezeten, terwijl in den bovenbouw van den romp, waaraan de vleugel is bevestigd, een kleine cabine voor den boord-werktuigkundige is gemaakt.

De vleugel is in drie deelen en de motoren zijn ondergebracht in het middenpaneel, waarin zich ook de benzinetanks bevinden. De hulpdrijvers zijn bevestigd aan de vleugeluiteinden; zij kunnen worden opgetrokken en vormen dan de vleugelpunten. In opgetrokken stand verdwijnen de stijlen in openingen in den onderkant van den vleugel. Tot en met den achtersten ligger is de vleugel bekleed met een dragende lichtmetalen huid, versterkt door getrokken Z-profielen. De vleugel-achterrand wordt gevormd door dural-ribben, met doek bekleed. De ailerons zijn uitgebalanceerd en hebben een licht-metalen geraamte met doek bekleed.

De staartvlakken zijn geheel vrijdragend en bevestigd aan de staartvin, welke één geheel met den romp vormt. Het stabilo- en het kielvlak hebben een licht-metalen geraamte, dat bekleed is met een gladde lichtmetalen huid, versterkt door getrokken profielen. De roervlakken hebben eveneens een licht-metalen geraamte, doch zijn met doek bekleed. Het stabilo is niet verstelbaar, doch zoowel het hoogteroer als het richtingsroer zijn voorzien van in de vlucht verstelbare trimvlakjes.

De romp heeft een geraamte van lichtmetalen getrokken profielen en is bekleed met een licht-metalen dragende huid. Hij is



Zij-aanzicht Consolidated P 2 Y-3.

10/11/37
EVENING TRIBUNE, San D

Club Speaker

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SD Union
10/13/37
PAGE FIVE

PACIFIC MIRAGES HINTED AS CAUSE OF AIR MISHAPS

A perfect mirage seen by officers and crew members on an epoch-making flight of 12 giant flying boats from San Diego to Honolulu last April may account for some of the unsuccessful flights over the Pacific, Lt. Comdr. Laverne A. Pope, flight commander, told Kiwanis club members yesterday in an address at the El Cortez hotel.

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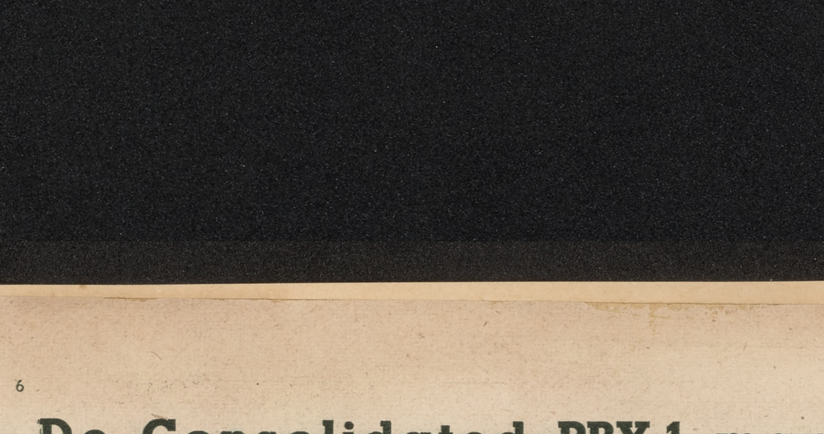
De Consolidated PBY-1 marine-vliegboot.

De Consolidated XPBY—I, het prototype der huidige serie, werd gebouwd naar aanleiding van een specificatie der Amerikaansche Marine voor patrouille-vliegbooten en bommenwerpers. De machine werd laat in het voorjaar van 1935 voorgevlogen en de daarop volgende proefvluchten bewezen dermate definitief de goede kwaliteiten van deze boot, dat de Consolidated Aircraft Corporation een order kreeg voor 60 stuks.

Kort daarna verhuisde de fabriek van Buffalo (N.Y.) naar San Diego in Californië, waar een moderne fabriek was gebouwd op het Lindbergh vliegveld aan de San Diego Baai. Niet alleen beschikt men hier over betere faciliteiten dan in de oude fabriek, de nabijheid van het detachement van den Marine Luchtvaartdienst op North Island maakt, dat men uit de eerste hand alle inlichtingen krijgt inzake de verschillende problemen, welke zich voordoen bij het dagelijksch omgaan met groote vliegbooten.

De XPBY—I, welke door de Marine was overgenomen, werd per gewone dienstvlucht van Norfolk (Virginia) naar San Diego gevlogen via het Panama Kanaal. En passant werd een wereldrecord gevestigd door de vlucht van Coco Solo, Panama Kanaal zone, naar Alameda, San Francisco Baai, een afstand van 5541 km, welke de goede kwaliteiten van het type bevestigde. Een tweede en een derde bestelling volgden, waardoor het totaal werd gebracht op niet minder dan 176 PBY—I vliegbooten plus onderdeelen ter waarde van 35 machines, waarmede een totaal bedrag van ruim 19 millioen dollar was gemoeid.

Consolidated P B Y-1 ¾ front.



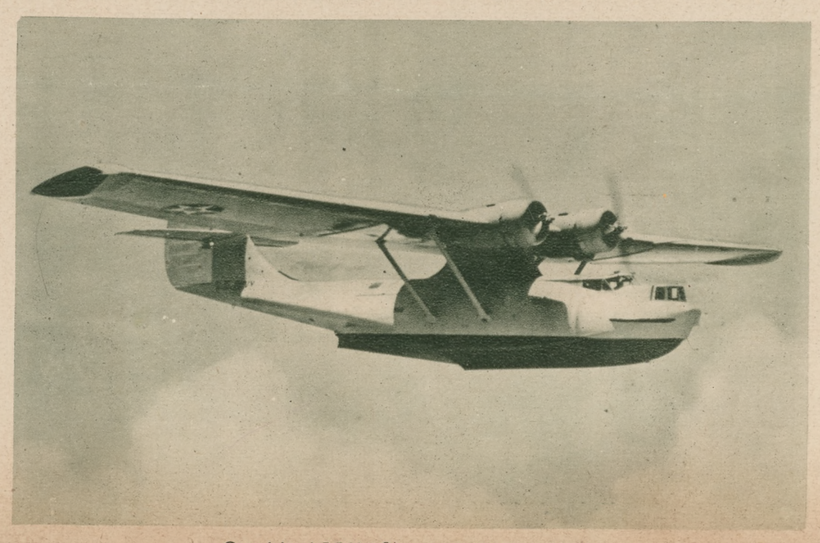
Consolidated P B Y-1 ¾ voor-aanzicht met neergelaten hulpdrijvers, welke in de vlucht de vleugelpunten vormen.

Intusschen is Consolidated geen nieuweling op het gebied van vliegbooten. Reeds in 1928 bouwde men voor de Amerikaansche Marine de XPY—I, de eerste geheel metalen vliegboot. Een commercieele versie hiervan, de „Commodore", werd voor Pan American Airways gebouwd en in de loop van 1929 en 1930 afgeleverd. In totaal kocht Panair 14 stuks dezer booten, welke, hoewel nu zoo langzamerhand verouderd, nog steeds dienst doen op de Zuid-Amerikaansche lijnen. In 1932 bouwde Consolidated 23 P2Y—I patrouille-vliegbooten voor de Marine; dit type was een verdere ontwikkeling van de PY—I en bleek zeer goed te voldoen. De laatste bestelling voor de groote order op de PBY—I was voor 23 stuks P2Y—3 vliegbooten, wederom voor de Amerikaansche Marine. Dit type is meer bekend onder de benaming Consolidated „Ranger" en de Argentijnsche Marine kocht een serie van zes stuks dezer booten.

Na te zijn afgeleverd aan de basis van den Marine Luchtvaartdienst op North Island, wordt iedere PBY—I vliegboot aan een proefvlucht van 24 uur non-stop onderworpen. Het pleit voor het fabrikaat, dat deze proefvluchten tot nu toe alle zonder haperen verliepen. Den 28sten Januari van dit jaar vlogen 12 PBY—I booten, bemand met 80 officieren en minderen, van San Diego naar Pearl Harbor (Honoloeloe) onder commando van den overste William McDade, een vlucht, welke reeds in 1934 was gemaakt door zes P2Y—I vliegbooten onder het commando van majoor McGinnis. Men deed er ditmaal echter vier uur korter over.

Den 13en April werd een tweede escadrille van 12 PBY—I booten van San Diego naar Honoloeloe gezonden, deze keer onder het commando van den overste L. A. Pope en wederom verliep de non-stop-vlucht zonder eenig incident. Een derde dienstvlucht van San Diego naar Coco Solo werd ondernomen door een escadrille van twaalf dezer booten op den 21sten en 22sten Juni van dit jaar, onder het commando van den luitenant ter zee Robert W. Morse, waarbij een nieuw wereldrecord werd gevestigd voor het vliegen in gesloten formatie over een afstand van 4968 km. En op den 24sten Juni j.l. vloog een commercieele versie van de PBY—I, toebehoorende aan Richard Archbold, die verbonden is aan het American Museum of Natural History te New York, non-stop van San Diego Baai naar New York in 17 uur. Bij de landing had men voldoende benzine aan boord voor een vlucht naar St. Johns op New Foundland, naar Puerto Rico in West-Indië of naar de Bermuda-eilanden en terug.

Waar de PBY—I nog steeds op de geheime lijst staat, kunnen gegevens inzake gewichten en prestaties niet worden gepubliceerd en zijn deze slechts beschikbaar voor



Consolidated P B Y-1 ¾ voor-aanzicht in de vlucht.

TRIAL BOARD TO CONDUCT PBY-3 TESTS

70 Airboats Delivered To Navy Squadrons By Consolidated

S.D.-Sun 10/17/37

Consolidated Aircraft Corp. mechanics are preparing the first of 66 PBY-3 type patrol bombers for inspection by a Navy Trial Board, due at North Island within a week, it was revealed at the plant.

The big airboat, most advanced of the three types for which Consolidated has received contracts to construct 176 aircraft, was given its preliminary tests just after it left the final assembly division last week.

Inspect Sikorsky Plane

The Navy Trial Board has been witnessing flights of the big four-motored Sikorsky XPBS at Hampton Roads, Va., during the past week, and will leave for San Diego at the conclusion of these tests.

When the PBY-3 contract for 66 planes is completed next year, Consolidated will have liquidated its entire present backlog of business.

70 Delivered

Of the 176 planes ordered by the Navy from the San Diego aircraft concern, 70 have been delivered to the patrol squadrons. Sixty of these are PBY-1 and 10 are PBY-2 type bombers. The latter group now wear the insignia of Patrol Squadron 11, based at North Island.

PBY-2 type planes will be delivered during the next three months to Squadron VP-2, which will fly 12 on a non-stop hop to the Canal Zone in December, and to Squadron VP-10 of Hawaii, which will "ferry" a similar number of planes across the Pacific early in 1938.

A second group of bids on a PBY-4 type airboat will be opened by the Bureau of Aeronautics late this month, according to reports received here yesterday. Initial estimates submitted by Consolidated and Glenn Martin were considered too steep by the Bureau, which re-advertised for bids. The contract when let will amount to approximately $10,000,000, it is believed.

Western Flying

CONSOLIDATED Aircraft Corporation was given permission to contract for the export sale of its military version of the PBY-1 on March 8. This is the first model of the current production flying boat that has received considerable attention because of its use by the Navy in recent mass flights from the mainland to Pearl Harbor. Release of the commercial version of the plane was made December 21, last. 6/37

Archbold to Leave S. D. In January on Air Trip

S.D. Sun 1/2/38

Officials of the American Museum of Natural History yesterday tentatively set January as the take-off date for Richard Archbold's exploration flight from San Diego to New Guinea, The Associated Press reported from Los Angeles. Russell R. Rogers, senior pilot for the museum, arrived there yesterday en route here to inspect the exploration plane, which is under construction at Consolidated Aircraft Corp.'s plant.

SJ Union
10/13/37

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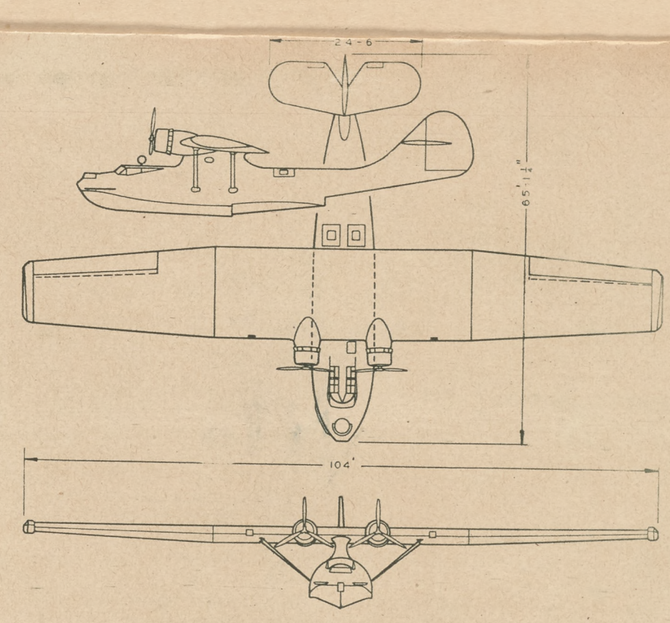
EVENING TRIBUNE, San D
10/11/37

WERELDATLAS

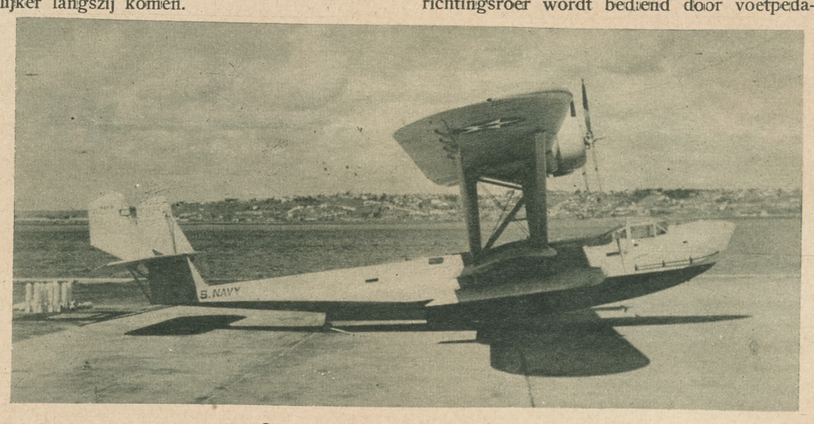
gebonden in linnen band, formaat: 35 x 25 cM.
170 kaarten, 70.000 plaatsnamen,
met alfabetisch register. (Duitsche uitgave.)
PRIJS f 5.—.
Franco toezending na ontvangst van het bedrag plus f 0.20 voor porto per postwissel of giro (No. 5945) door
UITG.-MIJ. „C. MISSET" (N.V.)
DOETINCHEM.

verdeeld in een aantal waterdichte compartimenten. Geheel voor in den neus is een ruim voor het bergen van tuig. De stuurhut heeft een eigen ingang, terwijl in den staart een luik is aangebracht voor toegang tot de cabine.

De hulpdrijvers worden door een schroef zonder einde, welke electrisch wordt gedreven, opgetrokken. De vorm dezer drijvers is zoo gekozen, dat zij in opgetrokken stand gelijk liggen met den onderkant van den vleugel. Zij worden in dezen stand automatisch vastgezet, terwijl een rood lichtje den piloot waarschuwt. Deze intrekbare hulpdrijvers vormen een patent van Consolidated. Waar zij zich aan de vleugelpunten bevinden, kunnen zij vrij klein worden gehouden, hetgeen een gewichtsbesparing beteekent. In opgetrokken stand bieden zij slechts weinig weerstand, terwijl bij het manoeuvreeren in smalle kanalen, zij eventueel gedeeltelijk kunnen worden opgehaald bij het passeeren van obstakels. Ook kunnen booten nu gemakkelijker langszij komen.



Maatschets van de Consolidated P B Y-1.



Consolidated „Commodore" vliegboot.

De motoren zijn in het vleugel-middenpaneel gemonteerd op bokken van gelaschte molybdenum stalen buizen. De motorkappen en de beplating der gondels zijn gemakkelijk afneembaar voor inspectie en reparaties. Voor de besturing beschikt men over een enkele kolom met twee wielen voor de bediening voor het hoogteroer en de ailerons. Het richtingsroer wordt bediend door voetpedalen, welke niet verstelbaar zijn. Daarentegen zijn de zitplaatsen wèl verstelbaar. Kabels loopen naar het hoogte- en het richtingsroer; kabels en stangen naar de ailerons. Deze laatsten zijn zoo gearrangeerd, dat iedere aileron onafhankelijk van den anderen bestuurd wordt, zoodat, mocht één aileronbesturing defect geraken, de andere te gebruiken blijft.

De electrische installatie omvat twee batterijen met twee, door de motoren aangedreven dynamo's. Het instrumentarium is zeer compleet en bestaat uit:

Voor de piloten: Twee snelheidsmeters, twee hoogtemeters, een klok, twee kompassen, twee bochtaanwijzers met dwarshellingmeters, twee toerentellers, twee inlaatdrukmeters en twee stijgsnelheidsmeters

Voor den navigator: Een snelheidsmeter, een klok en een hoogtemeter.

Voor den boord-werktuigkundige: Een thermo-koppel voor het meten der cylinderkop-temperaturen, een dwarshellingmeter, twee gecombineerde meters voor het aflezen van den olie-temperatuur, van den oliedruk en den benzinedruk, een stel benzinemeters, twee carburator-lucht-thermometers, twee benzine-doorstroommeters en een uitlaat-analysator.

C. VAN STEENDEREN Jr.

Duitsche sterktevoorschriften voor zweefvliegtuigen

door H. BUS, Beemster.

DAAR er in ons land nog geen sterktevoorschriften voor zweefvliegtuigen bestaan, is het misschien wel gewenscht de Duitsche voorschriften eens onder de aandacht van de Nederlandsche zweefvliegers te brengen. De Duitsche voorschriften zijn tamelijk eenvoudig; dit is een voordeel, daar ze natuurlijk veel door amateurs gebruikt worden.

In Duitschland verdeelt men de motorlooze vliegtuigen in drie categorieën, n.l.:

Cat. 1. Glijvliegtuigen.

Onder glijvliegtuigen worden verstaan alle motorlooze vliegtuigen, waarvan de spanwijdte kleiner is dan 11 m en de vleugelslankheid (b^2/F) kleiner is dan 9.

Hiertoe behooren dus de verschillende lestoestellen, als Zögling, E. S. G., enz.

b = de spanwijdte van den vleugel.
F = het vleugeloppervlak van het toestel.

Cat. 2. Zweefvliegtuigen.

Tot deze groep worden gerekend alle motorlooze vliegtuigen, die boven de voor categorie 1 geldende grenzen liggen.

Hiertoe behooren alle prestatie-typen.

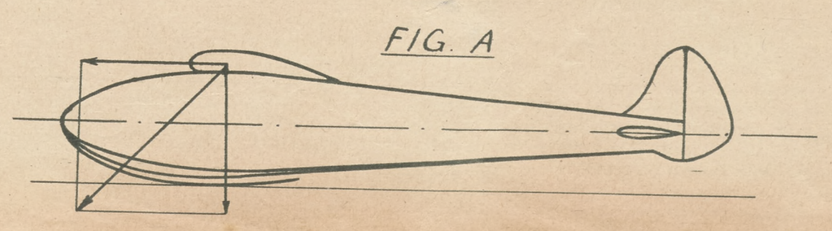
Cat. 3. Motorlooze experimenteele vliegtuigen.

De voorschriften voor deze groep zijn voor ons van weinig belang.

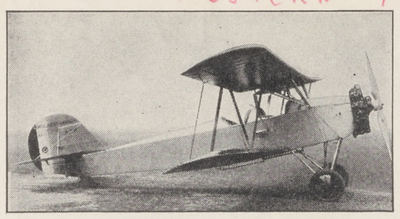
Aan de tot Cat. 1 behoorende vliegtuigen worden, wat betreft de sterkte in de vlucht, minder hooge eischen gesteld dan aan Cat. 2. Daarentegen moeten zij bij de landing grootere krachten kunnen opnemen, daar bij deze toestellen, die hoofdzakelijk voor lessen gebruikt worden, harde landingen eerder verwacht kunnen worden.

I. Berekening van den vleugel.

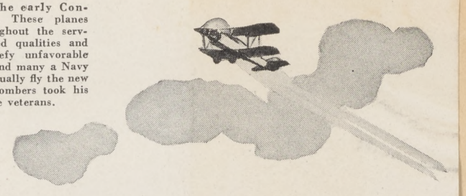
Voor de berekening van motorlooze vliegtuigen worden verschillende belastinggevallen aangenomen. Die voor de vleugelberekening zijn aangegeven in onderstaande tabel. Er wordt onderscheid gemaakt tusschen een vijftal gevallen: afvangen (plotselinge vergrooting van den invalshoek na een duikvlucht); steile glijvlucht gecombi-



May, 1937 Western Flying



N Y-1, one of the early Consolidated Trainers. These planes were revered throughout the service for their rugged qualities and their ability to defy unfavorable flying conditions. And many a Navy pilot who will eventually fly the new P B Y-1 Patrol Bombers took his first lesson on these veterans.



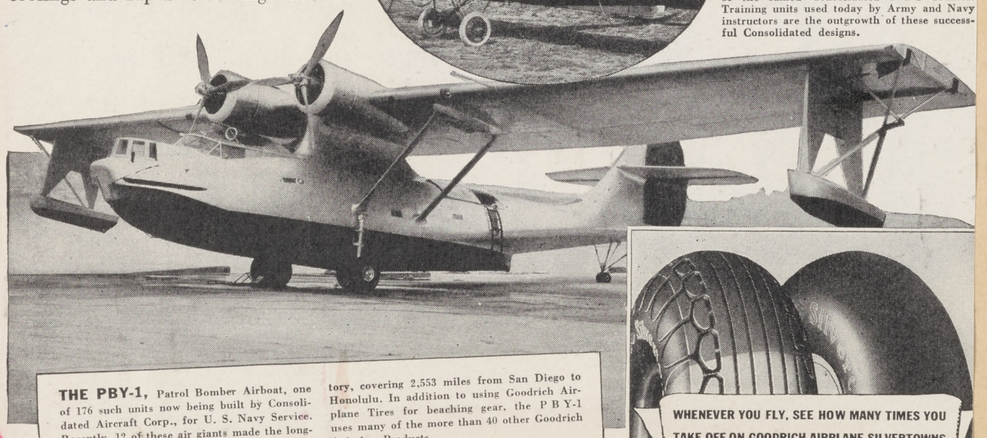
Since its earliest days CONSOLIDATED HAS PLAYED SAFE WITH GOODRICH

CONSOLIDATED—builder of military planes that are famous for dependability and ruggedness—began using Goodrich equipment early in its successful career. From the days when service fledglings learned to fly on the veteran Consolidated "P T" Trainers, Goodrich Tires and other products have been time-tested by Consolidated in many types of Army and Navy service.

And no proof of the dependability of Goodrich Airplane Silvertown Tires is more striking than their use today on the beaching gear of the giant Consolidated Patrol Bombers. Supporting more than 10 tons, these tires are exposed to scorching tropical suns and quick plunges into cold water, a series of instantaneous coolings and rapid re-heatings that are a test of stamina unknown to tires on land planes.

Because Goodrich builds equipment for the leading pilots, plane makers and air lines, Goodrich builds for every aviation need. No plane is too small, no job too unimportant to be without the extra margin of safety and efficiency that Goodrich Aviation Products will give. See your nearest Goodrich dealer or write to Dept. 633, Aeronautical Division of The B. F. Goodrich Co., Akron, Ohio, for complete information about Goodrich Airplane Silvertowns and over 40 other Goodrich Aviation Products.

P T-1, A FAMOUS "OLD-TIMER"
Many a flyer whose name is celebrated today got his first taste of flying from the cockpit of the famed Consolidated P T-1 Trainer. Training units used today by Army and Navy instructors are the outgrowth of these successful Consolidated designs.



THE PBY-1, Patrol Bomber Airboat, one of 176 such units now being built by Consolidated Aircraft Corp., for U. S. Navy Service. Recently, 12 of these air giants made the longest non-stop formation flight in aviation history, covering 2,553 miles from San Diego to Honolulu. In addition to using Goodrich Airplane Tires for beaching gear, the P B Y-1 uses many of the more than 40 other Goodrich Aviation Products.

Goodrich *Airplane* Silvertowns

THE SAFEST AIRPLANE TIRE EVER BUILT

Over 40 Rubber Products for Airplanes — including Tires — Tail Wheels — Abrasion Shoes — De-Icers — Matting — Rubber Hose — Grommets — Shock Absorber Cord — A Complete Line of Rubber Aeronautical Accessories.

Navy formation of six Consolidated PBY-1 flying boats.

Western Flying MAY 1937

The Navy flies to Hawaii

Twelve ships make flight in "routine delivery"

The Navy took in stride another "routine" delivery of aircraft to Hawaii on April 12-13, making the flight from San Diego to Pearl Harbor in 21 hours and 25 minutes and establishing a new record. **Lieutenant Commander L. A. Pope** led the 12 plane formation of the VP-11 squadron on the 2600 mile flight.

The flight is the third delivery flight of new Consolidated PBY type boats to the Islands, the second from San Diego. The first flight was made in 1934. At that time, six boats spanned the 2400 mile distance from San Francisco Bay to Pearl Harbor in 24 hours and 45 minutes.

"Just another routine flight," an excellent example of efficient operations and a credit to the training system of the United States Navy.

AIR INSPECTORS DUE HERE TODAY

S. D. Union 2-23-37

After an inspection of four airports in the Los Angeles area, a group of air commerce officials, aeronautical authorities and WPA executives are expected here this afternoon at 2:30 by plane.

The experts, who are inspecting airports upon which WPA funds have been spent, are led by Carrington Gill, assistant WPA administrator. The party also included Sumpter Smith, principal aeronautics engineer, WPA; Howard Rough, assistant director, bureau of air commerce; George W. Lewis, director of aeronautical research for national advisory committee on aeronautics; Lester D. Gardner, secretary for the institute of aeronautic sciences; Gill Robb W. Elson, president of the National Aeronautical association, and William R. Lawson, state WPA director.

The inspection group will be guests of George White, district WPA director, and chamber of commerce officials at a dinner tonight at U. S. Grant hotel, attended by Maj. R. H. Fleet, Consolidated Aircraft Corp. president; Mayor Benbough, City Manager Flack, Walter Bellon, chairman of the board of supervisors, and civic and aviation leaders here.

Western Flying MAY

CONSOLIDATED Aircraft Corp., according to rumors from San Diego, is constructing a boat for the Navy of nearly 35 tons. It is said that it will be powered by four engines totaling about 5200 h.p., have a cruising range of 5,000 miles and will have a new type of boat hull possessing enough strength to land or take-off in rough water and withstand the most adverse weather stress.

Western Flying 6/37

Anodic tanks at Consolidated Aircraft plant.

TWIN WASPS IN ALASKA

Twenty-three Twin Wasp-powered Consolidated Patrol boats of the United States Navy recently added another long non-stop flight to their impressive record when they flew from Seattle to Sitka, Alaska, and Kodiak, where they are shown at anchor. The return trip was also made as a non-stop flight.

The Bee-Hive Sept. '37

Official Photo, U. S. Navy

Sept. 1937

aux États-Unis. L'*Air Corps* y expérimente actuellement un fauteuil perfectionné pour pilote, avec capitonnages du siège et du dossier correspondant à la forme des parachutes de siège et de dos. Le fauteuil peut être déplacé longitudinalement, sur 20cm, et verticalement. L'inclinaison du dossier, qui est de 13 degrés vers l'arrière, est aussi réglable.

Le département de la Guerre vient de conclure avec la *Boeing Aircraft Co* un marché concernant 10 appareils *X.B.* 15. Cette nouvelle coïncide avec la livraison du dernier des 13 *Y.B.* 17 qui constituaient le précédent contrat.

En plus de ces avions de bombardement, les usines *Boeing* s'apprêtent à mettre en chantier six « *clippers* » de 72 passagers, pour les *Pan-American Airways*, et achèvent la construction de huit quadrimoteurs terrestres 307 de 33 passagers, pour la *Lindbergh Line* et les *Pan-American Airways*. Ces derniers sont, pour la première fois dans l'histoire des transports aériens, conçus et aménagés pour voler à très grande altitude, assurant à leurs usagers vitesse et confort.

Performances d'hydravions Consolidated de l'U. S. Navy.

Le 12 avril 1937, vers 2h30, l'escadrille *V. P.* 11 de patrouille et de bombardement, composée de 12 hydravions *Consolidated P.B.Y.* 1, s'envolait de San-Diego (Californie) avec 77 hommes à bord, sous les ordres du *lieutenant-commander* L.A. Pope. Après un vol de 21h21min,

Les officiers de l'Escadrille V. P. 11 *avant leur vol du* 13 *avril* 1937; en huitième position, à partir de la gauche, le *lieutenant-commander* L. A. Pope.

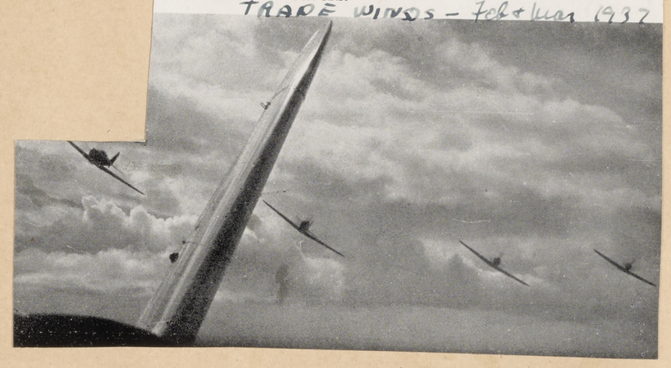
I. M. "Mac" Laddon, vice president of engineering for Consolidated Aircraft, of San Diego, caught in a moment of relaxation of which he has few these days due to the pressure of getting out the big boat designs. TRADE WINDS 7/37

» Now that Messrs Wheatly, Rogers, Archbold, et al have demonstrated that a Consolidated flying boat can be flown 2,600 miles across land without difficulty we suppose the company will be fitting out other models of that boat for forestry patrol, or for mapping the "dust bowl."

AVIATION aug-1937

●Rhythm in the Air. A squadron of Conqueror-powered Consolidated PB-2A Army pursuits swinging through the skies in perfect formation during recent maneuvers.

TRADE WINDS - Feb+Mar 1937



Aviation aug-37

AT THE Consolidated Aircraft Corporation plant in San Diego work has been proceeding for months in a screened experimental department which is in itself as large as many complete airplane factories. Yet it is rumored that the plane under construction there will have to be moved out into the open before final assembly. Unfortunately this is a military development for the U. S. Navy and no official information is available from any source. However, it may be surmised that the general features of the ship under construction are those of a four engine flying boat on which Consolidated was recently granted a design patent. Such a boat would closely follow conventional design except to incorporate the retractable wing tip floats such as are on the PBY-1 flying boats. Powered with four engines, probably of the new 1,500 hp. class, the Consolidated military boat will perhaps approximate the size, weight, and range of the Boeing 314.

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WESTERN FLYING 10/37

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S.D. SUN 10/31/37

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S.D. SUN 10/25/37

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By HAROLD KEEN

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That, at least, is the opinion of George E. Irvin, inspector at Consolidated Aircraft Corp. and president of the local Irvin Aircraft Mechanics' Association, who knows whereof he speaks because he was one of those who entrusted his life to a balloon, filled with hot air, swaying uncertainly at an altitude of 1200 feet.

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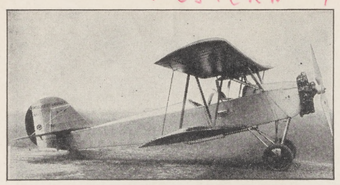
May, 1937 Western Flying



N Y-1, one of the early Consolidated Trainers. These planes were revered throughout the service for their rugged qualities and their ability to defy unfavorable flying conditions. And many a Navy pilot who will eventually fly the new P B Y-1 Patrol Bombers took his first lesson on these veterans.

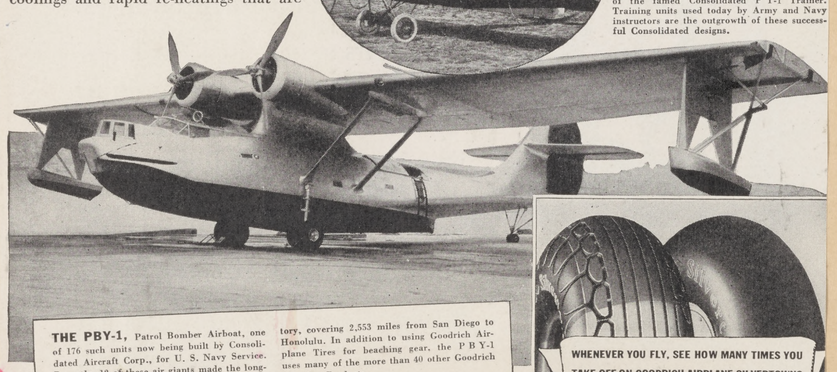
Since its earliest days CONSOLIDATED HAS PLAYED SAFE WITH GOODRICH

CONSOLIDATED—builder of military planes that are famous for dependability and ruggedness—began using Goodrich equipment early in its successful career. From the days when service fledglings learned to fly on the veteran Consolidated "P T" Trainers, Goodrich Tires and other products have been time-tested by Consolidated in many types of Army and Navy service.

And no proof of the dependability of Goodrich Airplane Silvertown Tires is more striking than their use today on the beaching gear of the giant Consolidated Patrol Bombers. Supporting more than 10 tons, these tires are exposed to scorching tropical suns and quick plunges into cold water, a series of instantaneous coolings and rapid re-heatings that are a test of stamina unknown to tires on land planes.

Because Goodrich builds equipment for the leading pilots, plane makers and air lines, Goodrich builds for every aviation need. No plane is too small, no job too unimportant to be without the extra margin of safety and efficiency that Goodrich Aviation Products will give. See your nearest Goodrich dealer or write to Dept. 633, Aeronautical Division of The B. F. Goodrich Co., Akron, Ohio, for complete information about Goodrich Airplane Silvertowns and over 40 other Goodrich Aviation Products.

P T-1, A FAMOUS "OLD-TIMER"
Many a flyer whose name is celebrated today got his first taste of flying from the cockpit of the famed Consolidated P T-1 Trainer. Training units used today by Army and Navy instructors are the outgrowth of these successful Consolidated designs.



THE PBY-1, Patrol Bomber Airboat, one of 176 such units now being built by Consolidated Aircraft Corp., for U. S. Navy Service. Recently, 12 of these air giants made the longest non-stop formation flight in aviation history, covering 2,553 miles from San Diego to Honolulu. In addition to using Goodrich Airplane Tires for beaching gear, the P B Y-1 uses many of the more than 40 other Goodrich Aviation Products.

Goodrich *Airplane* Silvertowns

THE SAFEST AIRPLANE TIRE EVER BUILT

Over 40 Rubber Products for Airplanes — including Tires — Tail Wheels — Abrasion Shoes — De-Icers — Matting — Rubber Hose — Grommets — Shock Absorber Cord — A Complete Line of Rubber Aeronautical Accessories.

Navy formation of six Consolidated PBY-1 flying boats.

Western Flying MAY 1937

The Navy flies to Hawaii

Twelve ships make flight in "routine delivery"

The Navy took in stride another "routine" delivery of aircraft to Hawaii on April 12-13, making the flight from San Diego to Pearl Harbor in 21 hours and 25 minutes and establishing a new record. **Lieutenant Commander L. A. Pope** led the 12 plane formation of the VP-11 squadron on the 2600 mile flight.

The flight is the third delivery flight of new Consolidated PBY type boats to the Islands, the second from San Diego. The first flight was made in 1934. At that time, six boats spanned the 2400 mile distance from San Francisco Bay to Pearl Harbor in 24 hours and 45 minutes.

"Just another routine flight," an excellent example of efficient operations and a credit to the training system of the United States Navy.

Western Flying 1937

CONSOLIDATED Aircraft Corp., according to rumors from San Diego, is constructing a boat for the Navy of nearly 35 tons. It is said that it will be powered by four engines totaling about 5200 h.p., have a cruising range of 5,000 miles and will have a new type of boat hull possessing enough strength to land or take-off in rough water and withstand the most adverse weather stress.

AIR INSPECTORS DUE HERE TODAY

S. D. Union 3/25/37

After an inspection of four airports in the Los Angeles area, a group of air commerce officials, aeronautical authorities and WPA executives are expected here this afternoon at 2:30 by plane.

The experts, who are inspecting airports upon which WPA funds have been spent, are led by Carrington Gill, assistant WPA administrator. The party also included Sumpter Smith, principal aeronautics engineer, WPA; Howard Rough, assistant director, bureau of air commerce; George W. Lewis, director of aeronautical research for national advisory committee on aeronautics; Lester D. Gardner, secretary for the institute of aeronautic sciences; Gill Robb W. Elson, president of the National Aeronautical association, and William R. Lawson, state WPA director.

The inspection group will be guests of George White, district WPA director, and chamber of commerce officials at a dinner tonight at U. S. Grant hotel, attended by Maj. R. H. Fleet, Consolidated Aircraft Corp. president; Mayor Bencough, City Manager Flack, Walter Bellon, chairman of the board of supervisors, and civic and aviation leaders here.

Western Flying 6/37

Anodic tanks at Consolidated Aircraft plant.

TWIN WASPS IN ALASKA

Twenty-three Twin Wasp-powered Consolidated Patrol boats of the United States Navy recently added another long non-stop flight to their impressive record when they flew from Seattle to Sitka, Alaska, and Kodiak, where they are shown at anchor. The return trip was also made as a non-stop flight.

The Bee-Hive Sept. '37

— — *Official Photo, U. S. Navy*

Le *P.B.Y.* 1 est mû par deux moteurs Wright « *Cyclone* » ou *Pratt and Whitney* « *Twin Wasp* », actionnant des hélices tripales *Hamilton-Standard*. Les anneaux *N.A.C.A.*, du type allongé, sont équipés de collerettes réglables de sortie d'air.

Ces bombardiers furent essayés par le département de la Marine américaine au printemps 1935; les essais dépassèrent si largement les conditions exigées et les performances des concurrents qu'un marché de 60 appareils fut aussitôt conclu.

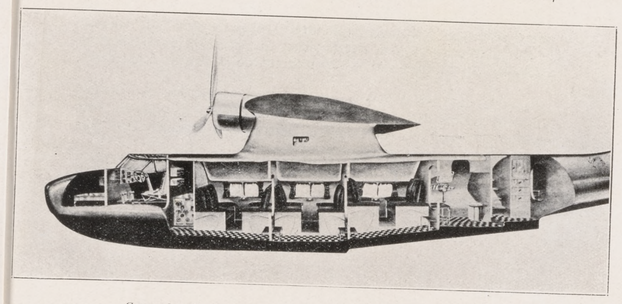
C'est peu après que la *Consolidated Aircraft Corporation*, dont les usines se trouvaient à Buffalo, vint se réorganiser à San-Diego, où sa proximité de la Base aérienne de l'*U.S. Navy*, à North Island, permit avec cet organisme une collaboration étroite et fructueuse.

A titre d'essai, l'Aéronautique navale fit voler le *X.P.B.Y.* 1 depuis le Centre d'expériences tactiques de Norfolk (Virginie) jusqu'à San-Diego. C'est durant ce périple qu'un vol sans escale de Coco Solo (zone du canal de Panama) à Alameda (Californie), ramena aux États-Unis les records énumérés plus haut et que détenaient auparavant les équipages Stoppani-Babbi (record en ligne droite) et Hébrard-Daillière (record en ligne brisée). Ces performances furent aussitôt suivies d'un second et d'un troisième marché passé par l'Aéronautique navale américaine et concernant 176 appareils (1).

(1) Le marché portait non seulement sur les 176 appareils, mais sur des pièces de rechanges équivalant à 35 planeurs, pour la somme totale de 19 millions de dollars, soit 494 millions de francs au cours de 26fr le dollar.

Le prix de revient unitaire du *P. B. Y.* 1 ressortirait ainsi à 2 340 000fr, mais nous ne savons s'il s'agit d'appareils complets, en particulier équipés de leurs moteurs, ou simplement des cellules.

Les officiers de l'Escadrille V. P. 6, *avant leur vol du* 3 *janvier* 1937.
Debout, en cinquième position, le *lieutenant-commander* William H. Mc Dade.



Coupe longitudinale de la version commerciale du P. B. Y. 1, montrant les aménagements qui permettent le transport de 24 passagers, le jour, et 12 passagers, en couchettes, la nuit. Cet appareil est construit en U. R. S. S. sous licence.

Consolidated, néanmoins, n'est pas un nouveau venu parmi les fournisseurs d'hydravions. Son premier contrat avec la Marine américaine date de 1928, avec le *X.P.Y.* 1, l'un des premiers hydravions de patrouille entièrement métalliques. Les 14 « *Commodore* », versions commerciales des *X.P.Y.* 1 qui furent construits pour les *Pan-American Airways*, ont confirmé la valeur du prototype; les « *Commodore* », qui ont des milliers d'heures de service, transportent encore, à l'heure actuelle, des passagers et du fret sur le réseau pan-américain.

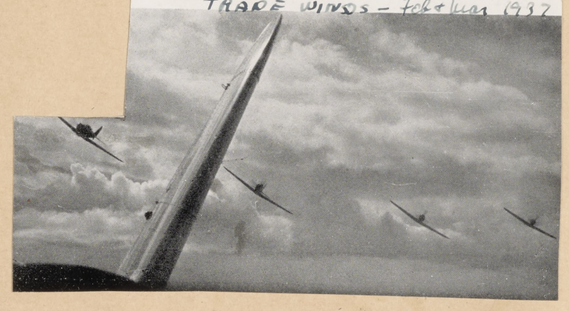
En 1932, *Consolidated* construisit 23 *P.2 Y.* 1 de patrouille pour l'*U.S. Navy*; ces machines étaient une amélioration des *X.P.Y.* 1 et des « *Commodore* » et bénéficièrent de gros progrès de fabrication. La dernière commande antérieure aux séries *X.P.B.Y.* 1 et *P.B.Y.* 1 fut de 23 appareils *P. 2 Y.* 3 de patrouille, toujours pour la Marine. En plus des ventes faites aux *Pan-American Airways* et à la Marine, *Consolidated* a construit ou construit 10 grands hydravions pour d'autres destinataires (compagnies commerciales ou gouvernements étrangers).

Après livraison à la Base aéronavale de North Island, chaque

I. M. "Mac" Laddon, vice president of engineering for Consolidated Aircraft, of San Diego, caught in a moment of relaxation of which he has few these days due to the pressure of getting out the big boat designs. TRADE WINDS 7/37

» Now that Messrs Wheatly, Rogers, Archbold, et al have demonstrated that a Consolidated flying boat can be flown 2,600 miles across land without difficulty we suppose the company will be fitting out other models of that boat for forestry patrol, or for mapping the "dust bowl."
AVIATION aug-1937

●Rhythm in the Air. A squadron of Conqueror-powered Consolidated PB-2A Army pursuits swinging through the skies in perfect formation during recent maneuvers.
TRADE WINDS – February 1937



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S.D. SUN 10/31/37

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S.D. SUN 10/25/37

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Dec. 8 Tentative Date For Zone Mass Flight

S.D.-Sun 10/22/37

By HAROLD KEEN

As personnel of the Canal Zone's Patrol Squadron Two today started "shakedown" tests of the first patrol bomber delivered to that unit, Navy officials at North Island disclosed that Dec. 8 has been set as the tentative takeoff date for the squadron's non-stop mass flight to Coco Solo.

This hop may furnish another record to the Navy's bulging book of aviation accomplishments, inasmuch as 14 planes, the largest number in history to make a non-stop flight of this distance, are scheduled to take off from San Diego, it was indicated.

Two 'Spares' Included

In addition to the 12 Consolidated-built patrol bombers of Squadron VP-2 will probably be two airboats assigned to Squadron VP-3 of the Canal Zone as "spares." Flight personnel for these two planes, of the PBY-1 type, are enroute to San Diego aboard the Navy transport Vega, due here Oct. 30.

The 13th patrol bomber of Consolidated's PBY-2 contract was delivered yesterday to Lieut.-Comdr. B. E. Grow, commanding officer of Patrol Squadron Two. First 12 of this order have just been completed for Patrol Squadron 11, permanently based at North Island.

'Orphan' Status Ends

With VP-2 finally in possession of a plane of its own, the squadron will be able to discard the "orphan" status it has assumed since its personnel arrived in San Diego last June. During the four months they awaited delivery of a bomber they could "call their own," the VP-2 aviators have been accustoming themselves to the operation of the big airboats in craft belonging to other squadrons.

The December date for the southern flight was chosen, officers indicated, in order to coincide with the sailing schedule of the aircraft tender Langley, now functioning with patrol squadrons at Pearl Harbor. The Langley will serve as floating base for the Coco Solo seaplanes after the Hawaii tactics are completed, and about Dec. 8, the vessel will be steaming toward San Diego.

The Langley thus will be in a position to serve as one of the guard ships on the flight route between San Diego and the Canal Zone. Other vessels will be sent out for this duty from the Canal Zone and San Diego, and among the latter probably will be the Sandpiper, which recently returned from several months' duty in Alaskan waters.

Lieut.-Comdr. Grow today anticipated that better flight conditions will be enjoyed by his squadron than those through which Patrol Squadron Two made its non-stop flight from San Diego to Coco Solo last summer.

"The season of severe tropical thunderstorms will be just about over at that time," Lieut. Comdr. Grow said, "and if we're lucky we may not have to go off our course at all to dodge bad weather."

Careful Weather Check

Patrol Squadron Two not only fought through storms, or headed seaward to skirt storm areas, but also experienced serious obstacles to course-finding, such as a thin layer of clouds that obscured the heavens and made celestial navigation impossible.

"On a flight of such a great distance, we can't afford to go very far off our course," Lieut.-Comdr. Grow commented. For this reason, weather conditions along the entire coast of Mexico and Central America will be carefully scrutinized before the exact time of takeoff is established.

LANGLEY SAILS ON WEDNESDAY

S. D. Sun 4 Nov. 37

To transport 85 officers and men of Hawaii's Patrol Squadron 10 to San Diego, the aircraft tender Langley will sail from Pearl Harbor next Wednesday, Aircraft Scouting Force headquarters at North Island reported today.

The Langley just completed service as base ship for Pearl Harbor patrol bomber squadrons in secret tactical maneuvers at French Frigate Shoals, 550 miles from Honolulu.

Personnel of VP-10 will be trained in the new Consolidated PBY airboats for a non-stop mass flight to Hawaii early in 1938. Twelve planes will be delivered to Squadron VP-10.

The Langley, due here Nov. 19, will leave the following day for the Canal Zone with personnel and old-type seaplanes being transferred from the San Diego base.

SEVEN CONCERNS NET NEAR $9,000,000

Large Backlogs Keep Industry Immune From Recession in General Business

PAC. COAST EDITION

INDIVIDUAL COMPARISONS

Brokers say that margin conditions are pretty good at the moment and that in event of another decline in the market there would be nothing like the necessitous selling which was a feature of the October decline. Some brokers say that the speculative position at the

* * *

A businessman suggested that while Congress is in deliberation making "new rules" for business it is hardly likely that either big or small business will be inclined to expand.

* * *

When directors of Pullman meet after the close today there is some expectation in the street that they will vote a year-end dividend. Earnings have sharply improved this year, and it appears probable that net income for the full year will run slightly above $3 a share on the stock. Four quarterly dividends aggregating $1.50 a share have already been paid giving directors leeway to vote up to $1.50 as a final payment. In prerecession days the company was a liberal dividend payer, having distributed approximately 70% of its net for that purpose. Perhaps the directors' action may be tempered at this time by the recent drought in equipment buying which suggests lower earnings for the first half of 1938.

Purely Gossip

AIR OFFICIALS AWAIT WORD OF FULLER FLIGHT

S. D. Sun 4/3/37

Plane, Weather May Hold Up Canada-Mexico Trip By Bendix Winner

San Diego officials of the National Aeronautical Association today awaited word from Frank Fuller Jr., winner of the 1937 Bendix airplane speed trophy, as to the exact plans for his proposed Vancouver, B, C.,-to-Agua Caliente dash.

Fuller recently informed William Van Dusen, San Diego observer and timer for the N. A. A., that he will attempt to break the existing record between Canada and Baja California late this week.

Ortman Holds Record

Two contingencies may hold up his flight, however, he indicated—use of his Seversky low-wing moonplane for movie work in Hollywood, and inclement weather in the Northwest.

Reports from Vancouver airport yesterday stated that Fuller may take off tomorrow.

The San Francisco sportsman pilot hopes to break the record of five hours, 38 minutes set by Earl Ortman in 1935. His Seversky plane is similar to the latest stock model Army pursuit craft, reputedly the fastest military land planes in America.

Timing Aides

Mr. Van Dusen probably will be assisted either by T. Claude Ryan or Edgar Gott, assistant to the president of Consolidated Aircraft Corp., in the official timing of Fuller at the flight's finish.

All the Vancouver-to-Auga Caliente record-breaking attempts in the past decade have been officially observed by Mr. Van Dusen. He timed Ruth Alexander when she flew the distance in 14 hours, Roscoe Turner when he made it in 6½ hours, Wedell Williams in 6 hours, and Ortman, the present record-holder.

LANGLEY COMING WITH NAVY FLIERS FOR HAWAII HOP

S.D. Sun Mar 37

Eighty-five officers and men of Squadron VP-10 will arrive here from Pearl Harbor, Nov. 19, aboard the aircraft tender Langley, preparatory to leaving early next year with 12 new airboats on a non-stop flight from San Diego to Hawaii.

The date of the Hawaiian flight, aircraft officials of the scouting force announced, will not be definitely determined until all the 12 multimotored patrol planes, now under construction at Consolidated, are delivered and tested. This is expected to be early in March.

The Langley will be in port less than 24 hours before weighing anchor and sailing for Coco Solo, C. Z. She is to transport to the Canal Zone personnel and planes from the Pearl Harbor naval air base.

The Langley will be one of the few warships of the battle fleet that will spend Thanksgiving day at sea. She will be off the Costa Rican coast Nov. 25.

CONSAIR BIDS LOW ON 78 NAVY PLANES

$8,000,000 Offer Made By S. D. Firm On Patrol Bombers

S.D. Sun 10/30/37

By United Press

WASHINGTON, Oct. 30.—The Navy Department today announced the opening of bids for 270 bombing planes to be constructed at a total cost of more than $20,000,000.

On one group of 14 patrol bombers, the Glenn L. Martin Co., Baltimore, bid $2,086,606. The Martin Co. was the only bidder.

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Consair Completing Last 60-Plane Order

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The bombers are being used to replace destroyers as the scouting arm of the Navy.

Aircra...

Continu...

ment's aviation pro... the commercial tr... field are considered likely to prevent any major let-down in business for at least a year.

In fact, the curtailment in other industrial lines is likely to facilitate deliveries against the existing bank of orders by speeding receipt of materials. Earlier in the year, when general industrial operations were at their peak, deliveries by some companies in the aircraft field were slowed down by delays encountered in the receipt of materials ordered from other industries.

Net Profits Compared

The net profits of the seven aircraft concerns cited above compared as follows for the third quarter and first nine months of 1937 and 1936 and the full year 1936:

...gold amounting to £91,000 ava... the open market was taken for unknown d... nations.

Aviation Co... Boeing ... Curtiss-Wri... Douglas Ai... Glenn L. M... North Ame... United Airc...

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MONEY A...

MELBOURNE

"ARGUS" WEDNESDAY,

25th August 1937.

NINE DEAD IN AIR CRASHES

United States Planes

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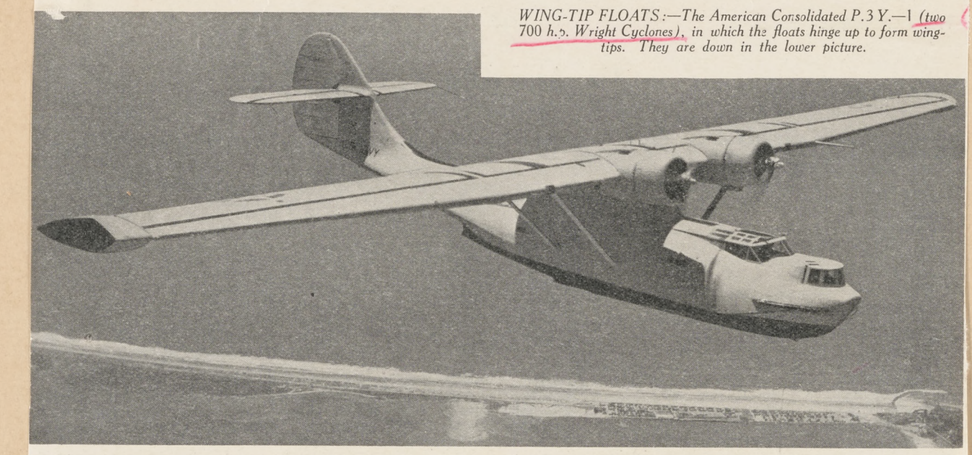

WING-TIP FLOATS:—The American Consolidated P.3 Y.—1 (two 700 h.p. Wright Cyclones), in which the floats hinge up to form wing-tips. They are down in the lower picture.

Our Worth-while Air Force

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The Polar Record Claim

GROMOFF, YUMASHEFF AND DANILEF, the three Russian airmen who claim that they flew non-stop from Moscow to Francisco over the Pole and broke the World's long-distance record, have returned to the Communist Front in the French steamship *Normandie*. On Aug. 9 the so-called Soviet Ambassador in London, Maisky, who recently threw a spanner into the works of the International-Non-Intervention-in-Spain Committee so that Russia can go on supplying armament and ammunition to the Reds, boarded the *Normandie* off Cowes to give the aviators an official welcome.

Newspaper reports say that Gromoff said,—"Considerably longer flights than the one we undertook are practicable. In a few years' time it should be possible to arrange a regular service from Russia to San Francisco by the North Pole route. It would be quite safe using two-engined aeroplanes."

As that is a newspaper report it may be quite inaccurate, but at any rate the opinions expressed are inaccurate in that no route over the North Pole would be quite safe whether with two motors or any number. And in any case do the United States want a regular flow of Russian Communists to the Pacific Slope?

We await with interest the confirmation of this claimed performance by the *Féderation Aéronautique Internationale*. Unless an authenticated barograph record of the whole flight is available there is nothing to prove that the machine did not descend to be refuelled at one of the Russian aerodromes on the edge of the Arctic Ocean. And even if a barograph record which can be satisfactorily authenticated as not having been tampered with is produced, there is still nothing to show that the machine was not refuelled in the air in the Arctic.

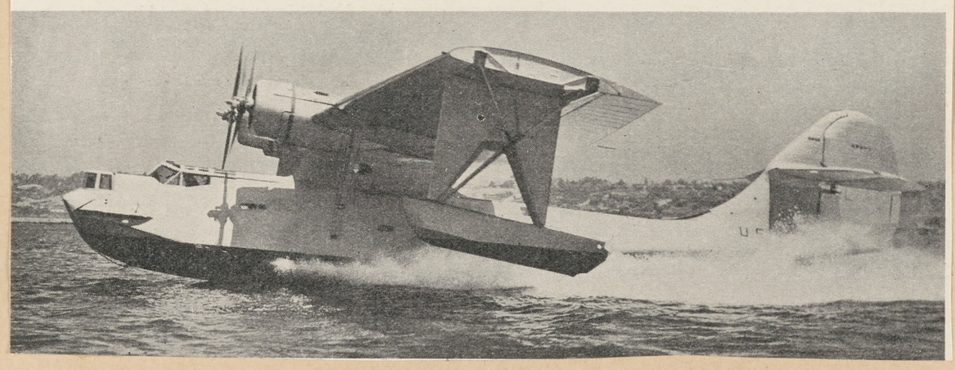
We know that the Russians are always keen on cribbing the very latest ideas, although, fortunately, they always make a mess of them when put into general use. And refuelling in the air is precisely the kind of trick that would appeal to the Russian love of novelty.

Vaulting Ambition

SIGISMUND LEVANEVSKY, with a crew of six, left Moscow in a four-motor amphibian, designed by one Bolkhovitinoff, on August 12, to fly about 4,100 miles to Fairbanks (Alaska) whence they proposed to go to Edmonton (Alberta), Chicago and New York. No reason was given for the circuitous course.

Reports said that they passed over the North Pole at a height of 20,000 ft. some 18 hours later. Their radio messages mentioned difficulty with ice-formation in heavy clouds, and later the lubrication failure of one motor. Since when they have disappeared.

Soviet aeroplanes and ice-breakers have begun to search. The Canadian Royal Corps of Signals has been instructed to co-operate.



Dick Archbold Anxious To Set Out On New Adventure

S.D.-Sun 10/31/37

Intrepid Explorer Awaits Delivery Of Consair Flying Boat

The impatience to be off on another epochal flight, to start another danger-filled adventure in a land of unexplored mountains and forests and precipitous gorges through which streams road turbulently, is gripping young Dick Archbold at the Consolidated Aircraft Corp. plant these days.

The thick, black hair and mustache, the somewhat casual manner of dress, and the detached, apparently unconcerned attitude of Archbold have, in themselves, stamped him as an extraordinary character around the factory. But the aviation world, of course, knows Archbold best for his intrepid San Diego-to-New York non-stop land flight in a seaplane last July.

Archbold since sold the plane to the Russian government for use by Sir Hubert Wilkins to search for the missing trans-Arctic aviators. Shortly afterward, he rushed back to San Diego to place an order with Consolidated for another airboat, because the sale of his first craft stymied plans for one of the most ambitious exploration projects ever to be undertaken.

Plane Due This Week

And this week, as Consolidated mechanics and engineers are completing Dick Archbold's second "Guba" (Sudden Storm), he will pore over maps of Dutch New Guinea, where Nature challenged and partially defeated him last year, where he is determined to conquer a vast wilderness seen by few white men.

Within the next week or two, Consolidated will turn over its replica of a Navy patrol bomber to Dick Archbold, and after that only his own fancy will govern what is to be done with it until January, when he will lead another American Museum of Natural History expedition into Dutch New Guinea. For Archbold has always been unpredictable, and not even the Consolidated executives, who are closest to his present plans, know exactly what he will do, once the plane has been delivered to him.

Pioneering Explorer

Archbold is a pioneer in the most advanced method of exploration—by use of an airplane to furnish the expedition food and supplies as it beats a path into inaccessible country.

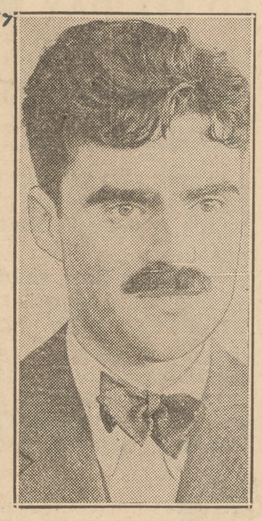
The aircraft, a Fairchild amphibian, was employed under the most precarious conditions of flight. Based on a small island off the coast of New Guinea, the Fairchild, with Archbold or Russell Rogers, pilot and mechanic, at the controls, made periodic trips to the remainder of the scientific group at its subsidiary base camp about 750 miles up the Fly River. What would have required three weeks to travel by boat took the plane only a few hours. Landings were dangerous. The plane crew had to contend with a seven to eight knot current, and little leeway between the banks of the river in the narrow gorge was afforded.

Supplies 'Chuted

Supplies in packages attached to parachutes were delivered by Archbold and Rogers in a method that required just about as much teamwork between pilot and 'chute dispatcher as that needed between pilot and bomber in a war plane.

Under circumstances that yet have not been completely learned, the Fairchild capsized at its mooring at Port Moresby in July, 1936. In hoisting the wreckage, the cable broke, damaging the ship beyond repair. Archbold forthwith returned to the United States to seek a larger and more suitable craft for further zoological exploration in New Guinea. He found what he wanted at Consolidated and in two months he'll take his replica of a Navy patrol bomber across the Pacific to Hawaii, thence to Midway, Wake and Guam and over to New Guinea.

And he's eager to get away, although he'll tell you that New Guinea is not the most comfortable place in the world. The fact that he suffered malaria there on his last expedition has not killed the attraction of another adventure to this mysterious hinterland.



DICK ARCHBOLD
Malaria didn't scare him

Navy Opens Bomber Bids

Cost of 270 Planes Will Total More Than $20,000,000

L.A. Times 10/31/37

WASHINGTON, Oct. 30. (U.P.)—The Navy Department today announced the opening of bids for 270 bombing planes to be constructed at a total cost of more than $20,000,000.

On a group of fifty-eight scout bombers, together with spare parts, data and drawings, Brewster Aeronautical Corporation bid $6,680,400 and United Aircraft Corporation, East Hartford, Ct., $3,425,694.

On another group of thirty-one scout bombers the Brewster company bid $2,267,160 and United's figure was $1,897,670.

BID ON TWO TYPES

Curtiss-Wright Corporation, Buffalo, was the only bidder on two other types of scout bombers, submitting a figure of $1,690,174 for one group and $2,928,276 for the other.

The Navy said bids were on a "restricted" basis and the specifications and the probable performance of the ships bid for will not be made public.

REPORT LATER

Officials emphasized that none of the bids has been accepted, many perhaps will not be accepted, and no definite action will be announced for about two months.

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Midget Racer—

Built by employees of Consolidated factory

Aviation aug-1937

ENTRY OF A MAJOR AIRCRAFT MANUFACTURER into the field of American closed course racing—at least by proxy—was signalized recently when employees of the Consolidated Aircraft Corporation, San Diego, Calif., completed and test flew a promising new midget racer. With a total wing area of only 35 sq.ft., and powered with an English Pobjoy "Niagara" engine, the little plane showed an indicated top speed of 200 m.p.h. The plane has a wood wing of cantilever type and steel tube fuselage with spruce fairing strips and cloth and screen wire covering. Control surfaces are also of steel tube construction with cloth cover. The plane was designed and constructed under the direction of C. C. Flagg, of the Consolidated Final Assembly Inspection Department; with the help of Young McClure, Lionel Machado, Sheet Metal Department; Herbert Hewell, Joe McCannon, Final Assembly and Joe Sturgess, Hull Department. Hugh Nicholson, Jr., Final Assembly Department, made the initial flight tests. Specifications are as follows:

Wing span	14 ft. 6 in.
Length	12 ft. 6 in.
Height	3 ft. 10 in.
Wing area	35 sq. ft.
Weight (empty)	408 lb.
Wing loading	19 lb./sq. ft.
Power loading	7.77 lb./hp.
Fuel capacity	12 gal.
Oil Capacity	2 gal.
Engine	English Pobjoy "Niagara" —90 hp.
Propeller	Wood—62 in. diameter, 42 deg. pitch at 2/3 station
Max. speed (designed)	200 m.p.h.
Landing speed (with flaps)	58 m.p.h.
Landing speed (without flaps)	70 m.p.h.

Constructors of the plane expressed particular appreciation for help given by I. M. Laddon, Consolidated chief engineer, and numerous other officials of the company.

Dec. 8 Tentative Date For Zone Mass Flight

S.D.-Sun 10/22/37

By HAROLD KEEN

As personnel of the Canal Zone's Patrol Squadron Two today started "shakedown" tests of the first patrol bomber delivered to that unit, Navy officials at North Island disclosed that Dec. 8 has been set as the tentative takeoff date for the squadron's non-stop mass flight to Coco Solo.

This hop may furnish another record to the Navy's bulging book of aviation accomplishments, inasmuch as 14 planes, the largest number in history to make a non-stop flight of this distance, are scheduled to take off from San Diego, it was indicated.

Two 'Spares' Included

In addition to the 12 Consolidated-built patrol bombers of Squadron VP-2 will probably be two airboats assigned to Squadron VP-3 of the Canal Zone as "spares." Flight personnel for these two planes, of the PBY-1 type, are enroute to San Diego aboard the Navy transport Vega, due here Oct. 30.

The 13th patrol bomber of Consolidated's PBY-2 contract was delivered yesterday to Lieut.-Comdr. B. E. Grow, commanding officer of Patrol Squadron Two. First 12 of this order have just been completed for Patrol Squadron 11, permanently based at North Island.

'Orphan' Status Ends

With VP-2 finally in possession of a plane of its own, the squadron will be able to discard the "orphan" status it has assumed since its personnel arrived in San Diego last June. During the four months they awaited delivery of a bomber they could "call their own," the VP-2 aviators have been accustoming themselves to the operation of the big airboats in craft belonging to other squadrons.

The December date for the southern flight was chosen, officers indicated, in order to coincide with the sailing schedule of the aircraft tender Langley, now functioning with patrol squadrons at Pearl Harbor. The Langley will serve as floating base for the Coco Solo seaplanes after the Hawaii tactics are completed, and about Dec. 8, the vessel will be steaming toward San Diego.

The Langley thus will be in a position to serve as one of the guard ships on the flight route between San Diego and the Canal Zone. Other vessels will be sent out for this duty from the Canal Zone and San Diego, and among the latter probably will be the Sandpiper, which recently returned from several months' duty in Alaskan waters.

Lieut.-Comdr. Grow today anticipated that better flight conditions will be enjoyed by his squadron than those through which Patrol Squadron Two made its non-stop flight from San Diego to Coco Solo last summer.

"The season of severe tropical thunderstorms will be just about over at that time," Lieut. Comdr. Grow said, "and if we're lucky we may not have to go off our course at all to dodge bad weather."

Careful Weather Check

Patrol Squadron Two not only fought through storms, or headed seaward to skirt storm areas, but also experienced serious obstacles to course-finding, such as a thin layer of clouds that obscured the heavens and made celestial navigation impossible.

"On a flight of such a great distance, we can't afford to go very far off our course," Lieut-Comdr. Grow commented. For this reason, weather conditions along the entire coast of Mexico and Central America will be carefully scrutinized before the exact time of takeoff is established.

LANGLEY SAILS ON WEDNESDAY

S. D. Sun 4 Nov. 37

To transport 85 officers and men of Hawaii's Patrol Squadron 10 to San Diego, the aircraft tender Langley will sail from Pearl Harbor next Wednesday, Aircraft Scouting Force headquarters at North Island reported today.

The Langley just completed service as base ship for Pearl Harbor patrol bomber squadrons in secret tactical maneuvers at French Frigate Shoals, 550 miles from Honolulu.

Personnel of VP-10 will be trained in the new Consolidated PBY airboats for a non-stop mass flight to Hawaii early in 1938. Twelve planes will be delivered to Squadron VP-10.

The Langley, due here Nov. 19, will leave the following day for the Canal Zone with personnel and old-type seaplanes being transferred from the San Diego base.

SEVEN CONCERNS NET NEAR $9,000,000

Large Backlogs Keep Industry Immune From Recession in General Business

PAC. COAST EDITION

INDIVIDUAL COMPARISONS

Wall St. Journal Wed NOV. 17-37

By N. S. KEITH

NEW YORK—Present indications are that the aggregate earnings this year of leading manufacturers in the aircraft and aviation equipment industry are likely to register a gain of around 80% over 1936.

This forecast covers the seven principal concerns which have reported nine-month earnings and is based on their operations in that period together with the outlook for deliveries during the fourth quarter.

For the first nine months, the combined profits of these seven manufacturers were $6,702,466, compared with $4,929,703 in the full year 1936. Current trade opinion is that the fourth quarter is likely to carry the year's combined profits for this group to around $9,000,000.

For the six companies in the group on which comparable 1936 interim earnings figures are available, the nine months net aggregated $5,683,627, against $2,606,299 in the like 1936 period. For the third quarter, the combined net profits of the six manufacturers were $2,392,848, against $987,653 in the like quarter of last year.

Rate of Delivery Gain to Taper

Current trade forecasts indicate that the industry's total fourth quarter deliveries, which in turn will determine the size of its total profits for the period, will continue to run ahead of the like 1936 quarter. The rate of increase, however, is expected to be materially smaller than during the first nine months of the year in reflection of the fact that deliveries in the fourth quarter of 1936 were the peak for last year and represented about 37% of total deliveries for that year.

Among individual producers, of course, some variation can be expected from this general trend. Douglas Aircraft officials, for example, have predicted that the company's fourth quarter earnings will probably be under a year ago. Likewise, the Boeing nine months' report pointed out that the major portion of the year's scheduled deliveries had been completed during the first nine months, with deliveries of the company's four-engine commercial planes and of additional units of its "flying fortresses" for the Army not commencing until next year.

Backlogs Keep Operations High

Taken as a whole, the aircraft industry has been immune from any curtailment resulting from the downtrend in general economic conditions during recent months. This situation results, of course, from the fact that the industry is operating on a large bank of unfilled orders which, in general, assures continued operations around current levels for many months ahead. Furthermore, the requirements of the Govern-

Continued on Third Page

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AIR OFFICIALS AWAIT WORD OF FULLER FLIGHT

S. D.-Sun 4/3/37

Plane, Weather May Hold Up Canada-Mexico Trip By Bendix Winner

San Diego officials of the National Aeronautical Association today awaited word from Frank Fuller Jr., winner of the 1937 Bendix airplane speed trophy, as to the exact plans for his proposed Vancouver, B. C.,-to-Agua Caliente dash.

Fuller recently informed William Van Dusen, San Diego observer and timer for the N. A. A., that he will attempt to break the existing record between Canada and Baja California late this week.

Ortman Holds Record

Two contingencies may hold up his flight, however, he indicated—use of his Seversky low-wing moonplane for movie work in Hollywood, and inclement weather in the Northwest.

Reports from Vancouver airport yesterday stated that Fuller may take off tomorrow.

The San Francisco sportsman pilot hopes to break the record of five hours, 38 minutes set by Earl Ortman in 1935. His Seversky plane is similar to the latest stock model Army pursuit craft, reputedly the fastest military land planes in America.

Timing Aides

Mr. Van Dusen probably will be assisted either by T. Claude Ryan or Edgar Gott, assistant to the president of Consolidated Aircraft Corp., in the official timing of Fuller at the flight's finish.

All the Vancouver-to-Auga Caliente record-breaking attempts in the past decade have been officially observed by Mr. Van Dusen. He timed Ruth Alexander when she flew the distance in 14 hours, Roscoe Turner when he made it in 6½ hours, Wedell Williams in 6 hours, and Ortman, the present record-holder.

LANGLEY COMING WITH NAVY FLIERS FOR HAWAII HOP

S.D.-Union Nov 3

Eighty-five officers and men of Squadron VP-10 will arrive here from Pearl Harbor, Nov. 19, aboard the aircraft tender Langley, preparatory to leaving early next year with 12 new airboats on a non-stop flight from San Diego to Hawaii.

The date of the Hawaiian flight, aircraft officials of the scouting force announced, will not be definitely determined until all the 12 multimotored patrol planes, now under construction at Consolidated, are delivered and tested. This is expected to be early in March.

The Langley will be in port less than 24 hours before weighing anchor and sailing for Coco Solo, C. Z. She is to transport to the Canal Zone personnel and planes from the Pearl Harbor naval air base.

The Langley will be one of the few warships of the battle fleet that will spend Thanksgiving day at sea. She will be off the Costa Rican coast Nov. 25.

CONSAIR BIDS LOW ON 78 NAVY PLANES

$8,000,000 Offer Made By S. D. Firm On Patrol Bombers

S.D. Sun 10/30/37

By United Press

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PACIFIC

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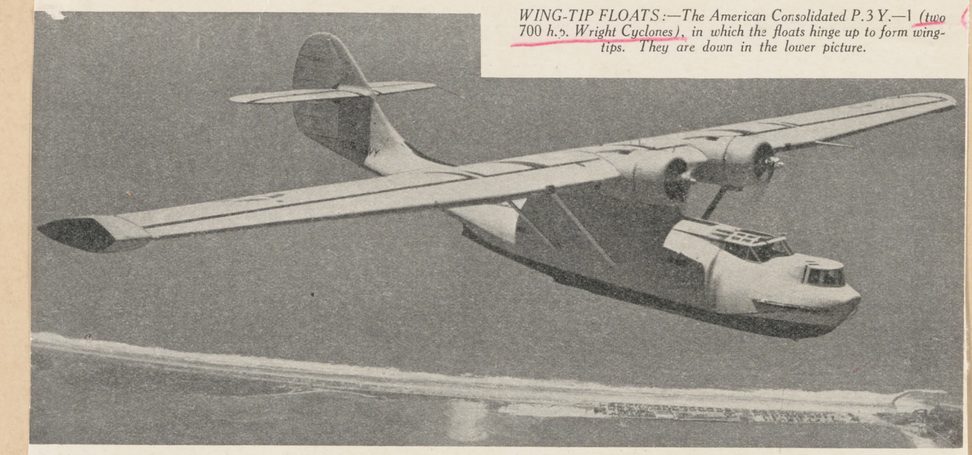

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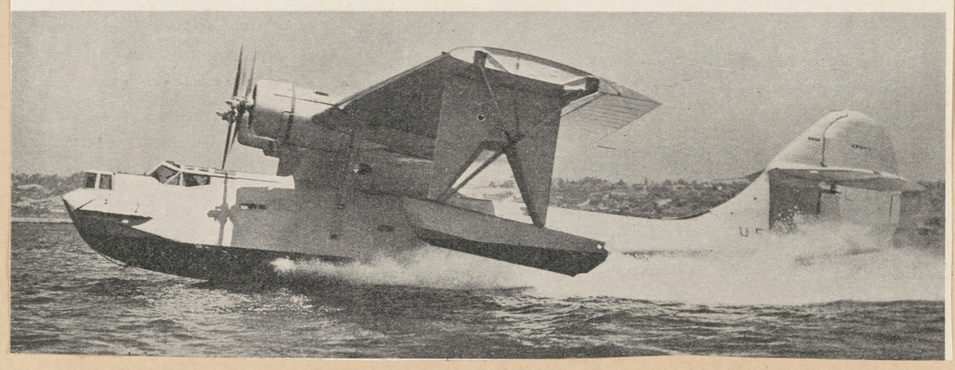

Dick Archbold Anxious To Set Out On New Adventure

S.D.-Sun 10/31/37

Intrepid Explorer Awaits Delivery Of Consair Flying Boat

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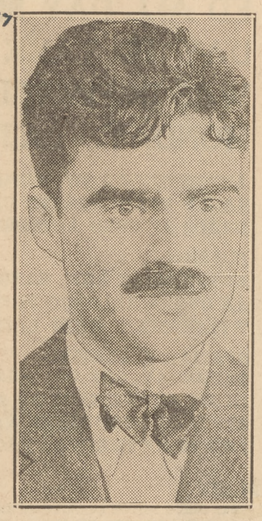
And he's eager to get away, although he'll tell you that New Guinea is not the most comfortable place in the world. The fact that he suffered malaria there on his last expedition has not killed the attraction of another adventure to this mysterious hinterland.



DICK ARCHBOLD
Malaria didn't scare him

Navy Opens Bomber Bids

Cost of 270 Planes Will Total More Than $20,000,000

L.A. Times 10/31/37

WASHINGTON, Oct. 30. (U.P.)—The Navy Department today announced the opening of bids for 270 bombing planes to be constructed at a total cost of more than $20,000,000.

On a group of fifty-eight scout bombers, together with spare parts, data and drawings, Brewster Aeronautical Corporation bid $6,680,400 and United Aircraft Corporation, East Hartford, Ct., $3,425,694.

On another group of thirty-one scout bombers the Brewster company bid $2,267,160 and United's figure was $1,897,670.

BID ON TWO TYPES

Curtiss-Wright Corporation, Buffalo, was the only bidder on two other types of scout bombers, submitting a figure of $1,690,174 for one group and $2,928,276 for the other.

The Navy said bids were on a "restricted" basis and the specifications and the probable performance of the ships bid for will not be made public.

REPORT LATER

Officials emphasized that none of the bids has been accepted, many perhaps will not be accepted, and no definite action will be announced for about two months.

On one group of fourteen patrol bombers, the Glenn L. Martin Company, Baltimore, bid $2,086,606. The Martin company was the only bidder.

On another group of seventy-eight patrol bombers, Consolidated Aircraft Corporation, San Diego, bid a total of $8,052,500. United Aircraft Corporation, Sikorsky Aircraft division, Stratford, Ct., bid $9,041,254 on the same group.

Midget Racer—

Built by employees of Consolidated factory

Aviation aug-1937

ENTRY OF A MAJOR AIRCRAFT MANUFACTURER into the field of American closed course racing—at least by proxy—was signalized recently when employees of the Consolidated Aircraft Corporation, San Diego, Calif., completed and test flew a promising new midget racer. With a total wing area of only 35 sq.ft., and powered with an English Pobjoy "Niagara" engine, the little plane showed an indicated top speed of 200 m.p.h. The plane has a wood wing of cantilever type and steel tube fuselage with spruce fairing strips and cloth and screen wire covering. Control surfaces are also of steel tube construction with cloth cover. The plane was designed and constructed under the direction of C. C. Flagg, of the Consolidated Final Assembly Inspection Department; with the help of Young McClure, Lionel Machado, Sheet Metal Department; Herbert Hewell, Joe McCannon, Final Assembly and Joe Sturgess, Hull Department. Hugh Nicholson, Jr., Final Assembly Department, made the initial flight tests. Specifications are as follows:

Wing span	14 ft. 6 in.
Length	12 ft. 6 in.
Height	3 ft. 10 in.
Wing area	35 sq. ft.
Weight (empty)	408 lb.
Wing loading	19 lb./sq. ft.
Power loading	7.77 lb./hp.
Fuel capacity	12 gal.
Oil Capacity	2 gal.
Engine	English Pobjoy "Niagara" —90 hp.
Propeller	Wood—62 in. diameter, 42 deg. pitch at 2/3 station
Max. speed (designed)	200 m.p.h.
Landing speed (with flaps)	58 m.p.h.
Landing speed (without flaps)	70 m.p.h.

Constructors of the plane expressed particular appreciation for help given by I. M. Laddon, Consolidated chief engineer, and numerous other officials of the company.

Dec. 8 Tentative Date For Zone Mass Flight

S.D.-Sun 10/24/37

By HAROLD KEEN

As personnel of the Canal Zone's Patrol Squadron Two today started "shakedown" tests of the first patrol bomber delivered to that unit, Navy officials at North Island disclosed that Dec. 8 has been set as the tentative takeoff date for the squadron's non-stop mass flight to Coco Solo.

This hop may furnish another record to the Navy's bulging book of aviation accomplishments, inasmuch as 14 planes, the largest number in history to make a non-stop flight of this distance, are scheduled to take off from San Diego, it was indicated.

Two 'Spares' Included

In addition to the 12 Consolidated-built patrol bombers of Squadron VP-2 will probably be two airboats assigned to Squadron VP-3 of the Canal Zone as "spares." Flight personnel for these two planes, of the PBY-1 type, are enroute to San Diego aboard the Navy transport Vega, due here Oct. 30.

The 13th patrol bomber of Consolidated's PBY-2 contract was delivered yesterday to Lieut.-Comdr. B. E. Grow, commanding officer of Patrol Squadron Two. First 12 of this order have just been completed for Patrol Squadron 11, permanently based at North Island.

'Orphan' Status Ends

With VP-2 finally in possession of a plane of its own, the squadron will be able to discard the "orphan" status it has assumed since its personnel arrived in San Diego last June. During the four months they awaited delivery of a bomber they could "call their own," the VP-2 aviators have been accustoming themselves to the operation of the big airboats in craft belonging to other squadrons.

The December date for the southern flight was chosen, officers indicated, in order to coincide with the sailing schedule of the aircraft tender Langley, now functioning with patrol squadrons at Pearl Harbor. The Langley will serve as floating base for the Coco Solo seaplanes after the Hawaii tactics are completed, and about Dec. 8, the vessel will be steaming toward San Diego.

The Langley thus will be in a position to serve as one of the guard ships on the flight route between San Diego and the Canal Zone. Other vessels will be sent out for this duty from the Canal Zone and San Diego, and among the latter probably will be the Sandpiper, which recently returned from several months' duty in Alaskan waters.

Lieut.-Comdr. Grow today anticipated that better flight conditions will be enjoyed by his squadron than those through which Patrol Squadron Two made its non-stop flight from San Diego to Coco Solo last summer.

"The season of severe tropical thunderstorms will be just about over at that time," Lieut. Comdr. Grow said, "and if we're lucky we may not have to go off our course at all to dodge bad weather."

Careful Weather Check

Patrol Squadron Two not only fought through storms, or headed seaward to skirt storm areas, but also experienced serious obstacles to course-finding, such as a thin layer of clouds that obscured the heavens and made celestial navigation impossible.

"On a flight of such a great distance, we can't afford to go very far off our course," Lieut.-Comdr. Grow commented. For this reason, weather conditions along the entire coast of Mexico and Central America will be carefully scrutinized before the exact time of takeoff is established.

LANGLEY SAILS ON WEDNESDAY

S. D. Sun 4 Nov. 37

To transport 85 officers and men of Hawaii's Patrol Squadron 10 to San Diego, the aircraft tender Langley will sail from Pearl Harbor next Wednesday, Aircraft Scouting Force headquarters at North Island reported today.

The Langley just completed service as base ship for Pearl Harbor patrol bomber squadrons in secret tactical maneuvers at French Frigate Shoals, 550 miles from Honolulu.

Personnel of VP-10 will be trained in the new Consolidated PBY airboats for a non-stop mass flight to Hawaii early in 1938. Twelve planes will be delivered to Squadron VP-10.

The Langley, due here Nov. 19, will leave the following day for the Canal Zone with personnel and old-type seaplanes being transferred from the San Diego base.

SEVEN CONCERNS NET NEAR $9,000,000

Large Backlogs Keep Industry Immune From Recession in General Business

PAC. COAST EDITION

INDIVIDUAL COMPARISONS

Purely Gossip

When directors of Pullman meet after the close today there is some expectation in the street that they will vote a year-end dividend. Earnings have sharply improved this year, and it appears probable that net income for the full year will run slightly above $3 a share on the stock. Four quarterly dividends aggregating $1.50 a share have already been paid giving directors leeway to vote up to $1.50 as a final payment. In predepression days the company was a liberal dividend payer, having distributed approximately 70% of its net for that purpose. Perhaps the directors' action may be tempered at this time by the recent drought in equipment buying which suggests lower earnings for the first half of 1938.

* * *

A businessman suggested that while Congress is in deliberation making "new rules" for business it is hardly likely that either big or small business will be inclined to expand.

* * *

Brokers say that margin conditions are pretty good at the moment and that in event of another decline in the market there would be nothing like the necessitous selling which was a feature of the October decline. Some brokers say that the speculative position at the

AIR OFFICIALS AWAIT WORD OF FULLER FLIGHT

S. D. Sun 11/3/37

Plane, Weather May Hold Up Canada-Mexico Trip By Bendix Winner

San Diego officials of the National Aeronautical Association today awaited word from Frank Fuller Jr., winner of the 1937 Bendix airplane speed trophy, as to the exact plans for his proposed Vancouver, B. C.,-to-Agua Caliente dash.

Fuller recently informed William Van Dusen, San Diego observer and timer for the N. A. A., that he will attempt to break the existing record between Canada and Baja California late this week.

Ortman Holds Record

Two contingencies may hold up his flight, however, he indicated—use of his Seversky low-wing moonplane for movie work in Hollywood, and inclement weather in the Northwest.

Reports from Vancouver airport yesterday stated that Fuller may take off tomorrow.

The San Francisco sportsman pilot hopes to break the record of five hours, 38 minutes set by Earl Ortman in 1935. His Seversky plane is similar to the latest stock model Army pursuit craft, reputedly the fastest military land planes in America.

Timing Aides

Mr. Van Dusen probably will be assisted either by T. Claude Ryan or Edgar Gott, assistant to the president of Consolidated Aircraft Corp., in the official timing of Fuller at the flight's finish.

All the Vancouver-to-Auga Caliente record-breaking attempts in the past decade have been officially observed by Mr. Van Dusen. He timed Ruth Alexander when she flew the distance in 14 hours, Roscoe Turner when he made it in 6½ hours, Wedell Williams in 6 hours, and Ortman, the present record-holder.

LANGLEY COMING WITH NAVY FLIERS FOR HAWAII HOP

S. D. Union Nov. 19

Eighty-five officers and men of Squadron VP-10 will arrive here from Pearl Harbor, Nov. 19, aboard the aircraft tender Langley, preparatory to leaving early next year with 12 new airboats on a non-stop flight from San Diego to Hawaii.

The date of the Hawaiian flight, aircraft officials of the scouting force announced, will not be definitely determined until all the 12 multimotored patrol planes, now under construction at Consolidated, are delivered and tested. This is expected to be early in March.

The Langley will be in port less than 24 hours before weighing anchor and sailing for Coco Solo, C. Z. She is to transport to the Canal Zone personnel and planes from the Pearl Harbor naval air base.

The Langley will be one of the few warships of the battle fleet that will spend Thanksgiving day at sea. She will be off the Costa Rican coast Nov. 25.

CONSAIR BIDS LOW ON 78 NAVY PLANES

$8,000,000 Offer Made By S. D. Firm On Patrol Bombers

S.D. Sun 10/30/37

By United Press

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Officials emphasized that none of the bids has been accepted, many perhaps will not be accepted, and no definite action will be announced for about two months.

Consair Completing Last 60-Plane Order

The Consolidated Corporation's bid was for the same type of patrol bombers as now being flown by the Navy and built by Consolidated. Consolidated is now completing a contract for the last of 60 such planes. Altogether, by June 1, the San Diego firm will have delivered 176 of these new bombers to the Navy.

The bombers are being used to replace destroyers as the scouting arm of the Navy.

MELBOURNE

"ARGUS" WEDNESDAY,

25th August 1937.

NINE DEAD IN AIR CRASHES

United States Planes

NEW YORK, Aug. 23.

Two accidents, involving United States aircraft, were reported to-day.

A flying-boat of the Navy Department crashed in the bay at San Diego (California). It is reported that six men were killed and two were injured. Three bodies have been recovered.

The flying-boat nose-dived into six feet of water with such force that some of the occupants were thrown high into the air. A search was carried out with the aid of searchlights on battle-ships and cruisers anchored in the bay.

A message from San Louis (Argentina) says that the three members of the crew were killed when a Pan-American airliner crashed and was burned. There were no passengers on board.

Aircraft Earnings

Continued from First Page

ment's aviation program, together with those of the commercial transport field are considered likely to prevent any major let-down in business for at least a year.

In fact, the curtailment in other industrial lines is likely to facilitate deliveries against the existing bank of orders by speeding receipt of materials. Earlier in the year, when general industrial operations were at their peak, deliveries by some companies in the aircraft field were slowed down by delays encountered in the receipt of materials ordered from other industries.

Net Profits Compared

The net profits of the seven aircraft concerns cited above compared as follows for the third quarter and first nine months of 1937 and 1936 and the full year 1936:

	—Third quarter—		-First 9 months-		Year
	1937	1936	1937	1936	1936
Aviation Corp	*$60,475	$58,374	†$82,681	†$115,896	$114,016
Boeing	121,546	39,289	375,443	131,712	168,364
Curtiss-Wright	690,987	440,312	1,591,584	1,262,132	1,017,657
Douglas Aircraft	‡326,973	83,032	852,795	277,644	976,342
Glenn L. Martin	492,532	.....	1,018,839	.....	732,652
North American	§160,224	†6,544	225,788	137,957	4,230
United Aircraft	1,032,643	364,190	2,720,698	912,750	1,926,442

* Profits for 1936 are for quarter and nine months ended September 30 and 11 months ended November 30; profits for 1937 are for quarter and nine months ended August 31. † Loss. ‡ Fiscal periods ended August 31 and November 30. § Includes Eastern Air Lines.

The sharp expansion in deliveries during the nine months was accompanied by a sharper rise in profits than in the dollar value of deliveries for the industry as a whole. Considerable variation was shown, however, in the profit margin position of individual companies in relation to 1936 levels.

Profit Margin Developments Vary

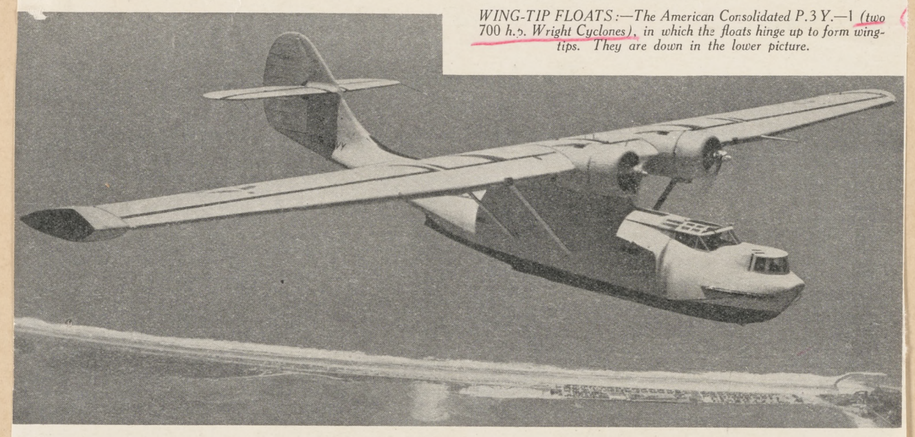
Curtiss-Wright and United Aircraft, both of which derive the major part of their earnings from engine manufacturing, showed substantial improvement in profit margin position over last year. On the other hand, Douglas and Boeing showed little or no improvement in margin over 1936, despite substantially larger deliveries. Glenn L. Martin, substantially all of whose business this year has been done on export orders, materially increased its profit margin over the level for the year 1936.

The ratio of net profits to sales for those companies which disclosed their sales volume for the nine months compares with 1936 as follows:

	Third quarter		1st 9 months		Year
	1937	1936	1937	1936	1936
Boeing	7.4	11.8	7.4	7.4	7.3
Douglas	*7.8	9.1	*7.0	7.8	12.4
Glenn L. Martin	15.3	...	17.7	...	11.8
United Aircraft	14.8	7.1	13.1	5.3	8.7

* Profits before undistributed profits surtax accrual of $205,000 made during third quarter.

Curtiss-Wright does not make public its sales [illegible] but is understood to have shown a net profit margin of around 10% on sales for the first nine months of this year. For the full year 1936, Curtiss-Wright's net profits represented only 5.4% of its sales volume.



WING-TIP FLOATS:—The American Consolidated P.3 Y.—1 (two 700 h.p. Wright Cyclones), in which the floats hinge up to form wing-tips. They are down in the lower picture.

Our Worth-while Air Force

SIR SAMUEL HOARE, Secretary of State for Home Affairs, recently First Lord of the Admiralty, lately Secretary for Foreign Affairs, and for many years Secretary of State for Air, talking to the boys of the Public Schools' Aviation Camp at Norwich on Aug. 9 stated that the equipment of the Defence Services and the organisation to produce armament on a large scale are now so highly efficient that the idea of any country involving itself in a war against us is most unlikely.

Speaking as late First Lord of the Admiralty, he said that "the development of guns capable of sustaining a concentrated anti-aircraft fire was such that a massed dive on a battleship would probably result in at least ten enemy aircraft being brought down."

That seems quite a reasonable estimate and if 50 aeroplanes took part in the attack that would leave 40 to get their bombs or torpedoes home on the ship, after which the ship would not be an awful lot of use. And the loss of ten out of 50 machines would be very much less than the rate of loss of infantry battalions attacking in France during the War 1914-18.

Further, Sir Samuel said that probably in the future "attackers would not consider battleships worth-while targets, but would concentrate on more strategic objects where there was less risk of loss to the attackers."

Somebody must have been, as schoolboys used to say, "stuffing" Sir Samuel to make him believe that. Certainly the Air Force would concentrate on the greater strategic objects, such as cities, towns and villages where armament factories existed, and on cities which could swing political influence by panicking the politicians. But putting warships out of action might be of equal strategic importance, and so the tactics in attacking battleships become just as important as the tactics of bombing inhabited areas.

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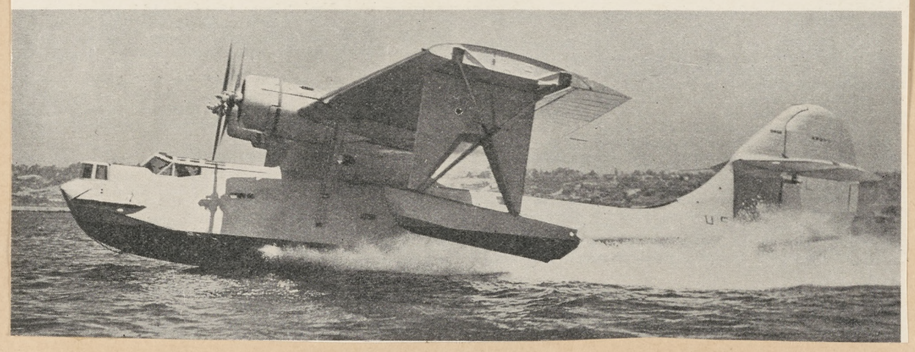

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S.D.-Sun 10/31/37

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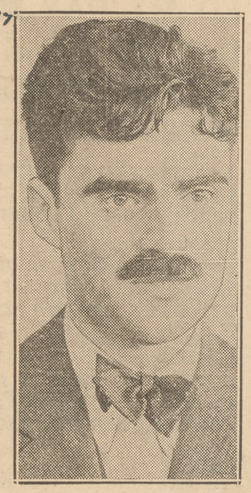
Under circumstances that yet have not been completely learned, the Fairchild capsized at its mooring at Port Moresby in July, 1936. In hoisting the wreckage, the cable broke, damaging the ship beyond repair. Archbold forthwith returned to the United States to seek a larger and more suitable craft for further zoological exploration in New Guinea. He found what he wanted at Consolidated and in two months he'll take his replica of a Navy patrol bomber across the Pacific to Hawaii, thence to Midway, Wake and Guam and over to New Guinea.

And he's eager to get away, although he'll tell you that New Guinea is not the most comfortable place in the world. The fact that he suffered malaria there on his last expedition has not killed the attraction of another adventure to this mysterious hinterland.



DICK ARCHBOLD
Malaria didn't scare him

Navy Opens Bomber Bids

Cost of 270 Planes Will Total More Than $20,000,000

L.A. Times 10/31/37

WASHINGTON, Oct. 30. (U.P.)—The Navy Department today announced the opening of bids for 270 bombing planes to be constructed at a total cost of more than $20,000,000.

On a group of fifty-eight scout bombers, together with spare parts, data and drawings, Brewster Aeronautical Corporation bid $6,680,400 and United Aircraft Corporation, East Hartford, Ct., $3,425,694.

On another group of thirty-one scout bombers the Brewster company bid $2,267,160 and United's figure was $1,897,670.

BID ON TWO TYPES

Curtiss-Wright Corporation, Buffalo, was the only bidder on two other types of scout bombers, submitting a figure of $1,690,174 for one group and $2,928,276 for the other.

The Navy said bids were on a "restricted" basis and the specifications and the probable performance of the ships bid for will not be made public.

REPORT LATER

Officials emphasized that none of the bids has been accepted, many perhaps will not be accepted, and no definite action will be announced for about two months.

On one group of fourteen patrol bombers, the Glenn L. Martin Company, Baltimore, bid $2,086,606. The Martin company was the only bidder.

On another group of seventy-eight patrol bombers, Consolidated Aircraft Corporation, San Diego, bid a total of $8,052,500. United Aircraft Corporation, Sikorsky Aircraft division, Stratford, Ct., bid $9,041,254 on the same group.

Midget Racer—

Built by employees of Consolidated factory

Aviation aug-1937

ENTRY OF A MAJOR AIRCRAFT MANUFACTURER into the field of American closed course racing—at least by proxy—was signalized recently when employees of the Consolidated Aircraft Corporation, San Diego, Calif., completed and test flew a promising new midget racer. With a total wing area of only 35 sq.ft., and powered with an English Pobjoy "Niagara" engine, the little plane showed an indicated top speed of 200 m.p.h. The plane has a wood wing of cantilever type and steel tube fuselage with spruce fairing strips and cloth and screen wire covering. Control surfaces are also of steel tube construction with cloth cover. The plane was designed and constructed under the direction of C. C. Flagg, of the Consolidated Final Assembly Inspection Department; with the help of Young McClure, Lionel Machado, Sheet Metal Department; Herbert Hewell, Joe McCannon, Final Assembly and Joe Sturgess, Hull Department. Hugh Nicholson, Jr., Final Assembly Department, made the initial flight tests. Specifications are as follows:

Wing span	14 ft. 6 in.
Length	12 ft. 6 in.
Height	3 ft. 10 in.
Wing area	35 sq. ft.
Weight (empty)	408 lb.
Wing loading	19 lb./sq. ft.
Power loading	7.77 lb./hp.
Fuel capacity	12 gal.
Oil Capacity	2 gal.
Engine	English Pobjoy.."Niagara" —90 hp.
Propeller	Wood—62 in. diameter, 42 deg. pitch at 2/3 station
Max. speed (designed)	200 m.p.h.
Landing speed (with flaps)	58 m.p.h.
Landing speed (without flaps)	70 m.p.h.

Constructors of the plane expressed particular appreciation for help given by I. M. Laddon, Consolidated chief engineer, and numerous other officials of the company.

Airboats Leave S. D. For Shipment To Russia

S. D. Sun 10/31/37

FIVE CARLOADS AWAIT VESSEL AT SAN PEDRO

Airplane Parts, Factory Equipment Built At Consolidated

Five carloads of airplane parts, tooling, dyes, fixtures and other manufacturing equipment, today had been transported from the Consolidated Aircraft Corp. plant to Terminal Island, where they will be placed aboard the Inter-Ocean Steamship Co. freighter M. S. Burganger, Nov. 8, for shipment to Soviet Russia, it was revealed yesterday.

Included in the shipment will be what is known as a "temporarily constructed" flying boat, whose parts are either screwed or bolted, instead of riveted together.

Re-Constructed In Russia

The sections of this airboat will be disassembled by Russian mechanics and re-constructed according to the production methods being indoctrinated at a huge aircraft plant on the Sea of Azov by a corps of Consolidated engineers.

Undergoing final flight tests late last week was a complete replica of the Navy's PBY-1 patrol bomber, without armament. This airboat will be "knocked down" at the completion of the tests and shipped out of San Diego to Terminal Island the week of Nov. 22, plant officials indicated yesterday. This craft will be placed aboard another Inter-Ocean freighter bound for Europe.

Transferred In Europe

The Burganger and its sister ship will deliver the planes, materials, and equipment to a Russian freighter either at Rotterdam or Havre.

Shipment of the planes to Soviet Russia is possible through a Navy release of the PBY model for export after Nov. 1, which is one year after the first airboat of this type was delivered to North Island.

S. D. Engineers In Russia

Consolidated several months ago sent a group of engineers to the Soviet Union to offer advice on mass production of the PBY planes, [illegible] for commercial purposes.

With the completion of its present shipment, Consolidated still has a backlog of business for Soviet Russia of more than $1,000,000. This includes a $750,000 contract for special tooling, and a recently acquired $400,000 order for materials.

LE CONSOLIDATED P 30 (U. S. A.)

Cet appareil est un biplace de chasse muni d'un moteur Curtiss « Super-Conqueror SV-1570 » 12 cylindres en V de 675/705 CV.

Armement : deux mitrailleuses fixes tirant à travers l'hélice, une mitrailleuse orientable.

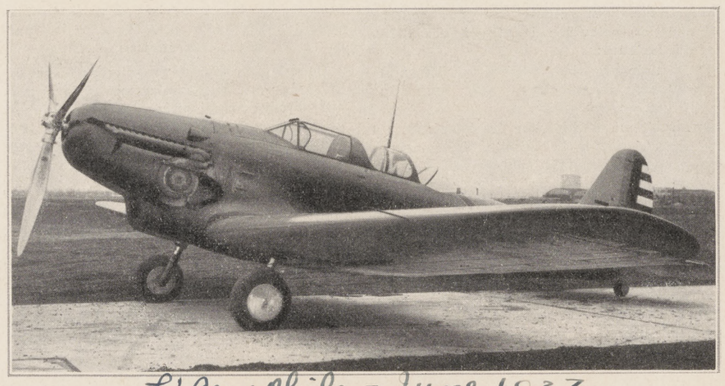
Poste émetteur et récepteur de T.S.F.

Caractéristiques :

Envergure	13 m. 42
Longueur	8 m. 84

Performances :

Vitesse maximum à 1.800 m...	403 kmh.
Montée à 5.000 m.	9 min.
Plafond absolu	8.300 m.
Rayon d'action	750 km.



L'Aeraphile - June 1937

3 S. D. CRUISERS LEAVING TODAY ON S. F. VOYAGE

S. D. Sun 11/8/37

Cincinnati, Memphis And Concord Assigned To Nov. 11 Celebration

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The Memphis, Concord and Cincinnati will remain at the Golden Gate until next Monday, returning here Nov. 19 after maneuvers at sea en route south They will be joined at San Francisco by their sister ship, the Milwaukee, which arrived at Mare Island Navy Yard for minor repairs yesterday.

Langley Returning

Other important San Diego arrivals next week will include the aircraft tender Langley, returning from Pearl Harbor; the transport-tanker Ramapo, detached from the Asiatic Fleet after several months' temporary duty; and the tanker Kanawha, from Hawaii.

Approximately 85 officers and men of Pearl Harbor's Patrol Squadron Ten will disembark from the Langley at North Island Nov. 19 to begin training for their mass flight of 12 Consolidated patrol bombers to Hawaii early in 1938. The Langley sails the following day for the Canal Zone with personnel and equipment transferred to that base from the West Coast.

Destroyer Also Due

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S. D. Aviators Bound By New Restrictions

S.D. Sun Nov. 14, 1937

The "super-cautious" new regulations of the U. S. Bureau of Air Commerce, which became effective Nov. 1, are baffling San Diego Navy aviators and test pilots of Consolidated Aircraft Corp.

According to the new rules, all military [illegible]s must refrain from carrying [illegible] standard tactical exercises al[illegible] a 50-mile wide established airway in whose limits North Island ironically is included; and Consolidated pilots are prohibited from carrying out test flights 25 miles east or west of Lindbergh Field.

Widespread protests have been sent to the Bureau of Air Commerce as a result of restrictions such as these, the San Diego Chamber of Commerce Aviation Committee has been informed. Changes in the new regulations are being considered by Washington officials without impairing the safety factor in transport flying, it was reported.

Under the new rules, a Navy plane engaged in aerial gunnery or dive bombing 25 miles offshore is a transgressor, and when a pilot zooms down toward North Island without crossing the established airway at specific levels, he may hear about it from Washington.

NORTH ISLAND TRIAL BOARD TESTS BOMBER

Plane First Of Airboats To Be Built By Local Factory

Nov. 11 '37 S.D. Sun

A Navy trial board of 12 officers is completing tests on Consolidated Aircraft Corp.'s PBY-3 type patrol bomber at North Island, it was revealed today.

The plane is first of 66 similar airboats to be built by the San Diego aircraft concern on the last of three Navy orders for a total of 176 planes valued at $19,000,000.

Alterations Needed

Minor alterations may be required in the PBY-3, and large-scale production of these craft is awaiting the trial board's acceptance.

Prior to their current inspection, the trial board conducted tests on the powerful new four-motored Sikorsky patrol bomber at Hampton Roads, Va. The plane, which now is undergoing shake-down flights on the east coast, will compete for a Navy contract with another experimental four-motored airboat to be finished by Consolidated next month.

80 Planes Completed

Eighty of the 176-plane order on Consolidated's books have been completed, it was reported at the plant yesterday. Bombers now being built are of the PBY-2 type, of which a full squadron of 12 have been equipped Patrol Squadron 11, based at North Island, and eight have been delivered to the Canal Zone's Patrol Squadron Two.

Accompanying this group's 12 planes on a non-stop flight to Coco Solo tentatively scheduled for Dec. 8 will be two spare airboats of Patrol Squadron Three, thus forming the largest squadron of Navy planes ever to make a long-distance mass flight.

S.D. Sun 11/10/37

INCREASE OVER 1936 TO REACH 200 PER CENT

Consair, Ryan And Solar Business For Year To Total 13 Millions

R.H.P. gave them some [illegible] ago but corrected it according to Gott

San Diego's aircraft industry will show a remarkably improved financial record for the current calendar year, advance figures revealed today.

When the books of Consolidated Aircraft Corp., Ryan Aeronautical Co., and Solar Aircraft Co. are completed as of Dec. 31, 1937, they will reveal, that more than $13,000,000 worth of airplanes and parts have been delivered this year, it was estimated.

200 Per Cent Increases

This total will represent increases over last year of as high as 200 per cent, as production schedules of the three local aircraft concerns were stepped up after the completion of considerable mass production preparation in 1936. The 1937 delivery record will be the highest in the aviation industry's history in Southern California, where three other concerns, Douglas Aircraft Co., of Santa Monica, Lockheed Aircraft Corp. of Burbank, and North American Aviation Co. of Inglewood, also reported huge gains over 1936, the previous high year.

More Expected

Consolidated total deliveries this year are estimated at $12,200,000, as compared with $4,218,399 in 1936, when large-scale production of Navy patrol bombers was just starting. Deliveries for the nine months ending Sept. 30 were $7,726,061, with an additional $4,500,000 in planes and spare parts expected to issue from the San Diego plant before New Year's Day.

Ryan's total deliveries this year will be $420,500, it was estimated, compared to $117,521 in 1936.

Unfilled Orders

Solar, which specialized in exhaust manifolds and other plane parts, will have delivered approximately $399,570 by Dec. 31, President Edmund T. Price reported.

On Oct. 1, Consolidated still had unfilled orders totalling $12,717,131, including 109 Navy bombers at $10,894,029, a private plane for Richard Archbold at $276,633, airplanes, spares, etc. for the Russian government at $1,536,265, and $10,204 business for the U. S. Army.

Ryan's backlog now is $340,000 and that of Solar's is more than $300,000.

Pacific Coast Edition
THE WALL STREET JOURNAL
DOW-JONES
ELECTRIC PAGE NEWS PRINTERS
633 CENTRAL BUILDING
LOS ANGELES
PHONE TRINITY 0881

NOV 11 1937

Press Clipping
FROM
BAKER TRUCK
W. P. FEHLMAN

NOV 8 1937

SOU. CALIFORNIA FACTORIES BUSY

Shipments by Five Firms May Reach $42,000,000, More Than Forecast Earlier

PRODUCTION STEPPED UP

By T. C. Sullivan

LOS ANGELES—It is now apparent that deliveries by the five major aircraft manufacturers in Southern California for the year 1937 will at least equal and probably exceed an earlier estimate, despite the fact that one plant was closed by strike for seven weeks.

The Pacific Coast Edition of The Wall Street Journal estimates total deliveries of Consolidated Aircraft Corp., Douglas Aircraft Co., Lockheed Aircraft Corp., North Amer-

still gives it a high rating among average in-
the company's record and policy over the years
investigations too do not please investors, but
costs and taxes have affected the company and
small investors. The Street realizes that higher
around $10 a share, the stock is still favored by
5% and with estimates of earnings for 1937
price it did at the depression's low. Yielding
note that it is still selling at about twice the
surplus profits levy and the capital gains im-
post, will be substantially changed for 1938.
Traders feel that if their impact is reduced a
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* * *

In the trade picture retailers say that Christ-
mas shopping is well under way.

* * *

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Purely Gossip

The feeling is crystallizing in Wall Street that the two most disliked federal taxes, the surplus profits levy and the capital gains impost, will be substantially changed for 1938. Traders feel that if their impact is reduced a substantial basis for return of confidence in general business will be found.

* * *

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Aircraft

Continued from First Page

NEW YORK—Black pepper futures closed

Black Pepper Futures

The Federation of Cotton Spinners has decided to organize a raw cotton company in North China with capital of 3,000,000 yen which will jointly be subscribed by the Federation of Cotton Spinners, Hsing-Chung Co., a Japanese concern, the Association of Japanese Cotton Spinners of China, and the Association of Raw Cotton Importers.

Japanese Cotton Action

OSAKA—(Reuter's)—The Federation of Cotton Spinners has decided that the monthly production of cotton yarns shall be limited to 300,000 bales. The monthly import of raw cotton is now restricted to 1,050,000 piculs.

LAWRENCE, Mass.—(UP)—Pacific Print Works, world's largest textile print works, has closed down until November 15 because of lack of orders, it was announced. The closing throws 1,800 out of work.

plays 400 workers.

day and Friday this week and all Thanksgiving week. Goddard Bros., operating Lonsdale Co., announced that the mill in Hope will be closed two weeks in the next three. This plant employs 600 workers.

Textile Mills Curtailing

NEW YORK—Rhode Island textile mills are planning severe curtailment because of lack of orders. The first to announce closing is Interlake Mills at Harris, R. I. This company's cotton plant, employing 600, will be closed on Thursday and Friday this week and all Thanksgiving week. Goddard Bros., operating Lonsdale Co., announced that the mill in Hope will be closed two weeks in the next three. This plant employs 600 workers.

Liverpool Cotton Close

LIVERPOOL—Cotton futures closed Saturday as follows: January, 4.42; March, 4.47; May, 4.52; July, 4.54.

NEW YORK—Wool tops closed Saturday as follows: March, 83.5, up 0.4; May, 82.9b, off 1.1; July, 83.1, unchanged; September, 83.0n, unchanged; October, 83.5, up 1.

New York spot cotton closed steady, 4 points lower: middling uplands, 7.83.

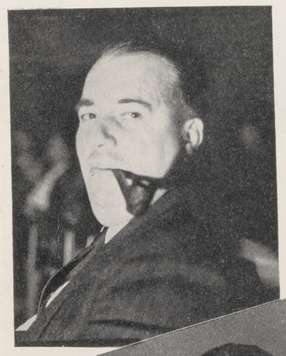
New Orleans spot cotton closed steady, unchanged: middling uplands, 7.85.

Average price of middling spot cotton in ten designated markets, 7.71, against 7.75 Friday.

RATIONALIZING

Aircraft Production

1937 S.A.E. National Aircraft Production Meeting brings better understanding of aviation industry methods.



A. C. Warner, S.A.E. General Manager.

Dr. A. L. Klein, chairman of the Thursday evening meeting.

CONTINUING THE TRADITION OF SUCCESS ushered in by the inaugural production meeting of 1936, the 1937 National Aircraft Production Meeting sponsored by the Society of Automotive Engineers, drew engineers and executives from all branches of the aviation industry to the seven sessions held at the Ambassador Hotel, Los Angeles, on Oct. 7, 8, and 9. Again, as in 1936, the sessions were jammed morning, noon, and night with capacity crowds. This in spite of the current World Series broadcasts, and the football classics of Saturday afternoon. A list of the 700 persons who registered officially would read like a Who's Who in aviation engineering, and merely to list all the firms

Truly national in its scope, the meeting drew nine of its fifteen papers from east of the Mississippi. Cooperating with the national S.A.E. body were the four Pacific Coast S.A.E. sections, headed by the Southern California Section under the chairmanship of W. B. Birren, Western Representative of the Wright Aeronautical Company. S.A.E. president Harry T. Woolson, executive engineer of Chrysler Corp., was in personal attendance. Past S.A.E. presidents Wm. B. Stout and Edward P. Warner repeated their roles of 1936, the former as master of ceremonies at the Annual Banquet, and the latter making the presentation of the Wright Brothers Medal for 1936. Carleton E. Stryker, Chief Engineer of Curtiss-Wright Technical Institute, again served as general chairman of the meeting, carrying the major burden of planning the details responsible for such outstanding success.

Climaxing the aviation industry's first peace time $100,000,000 production year, with aircraft orders running twenty five per cent ahead of 1936

meeting properly focused thought on the production problems peculiar to the aviation field. Mutual problems were discussed with commendable frankness by those in attendance. The keynote of such mutuality was struck by John A. C. Warner, S.A.E. General Manager, with the comment, "It is not a matter of sharing secrets but of avoiding economic waste."

Although the Wright Medal this year was presented for a paper read at the 1936 Production meeting, it became evident early in the current sessions that the papers offered were more representative, and the coverage of the aviation production problem was more comprehensive, than last year. Particularly gratifying was the obvious appreciation of those in attendance that production means something entirely different in aviation than it has come to mean to automobile men. This was well put by D. M. Carpenter, of the Consolidated Aircraft Corporation, in his paper on Factory Equipment and Tooling with the following comments:

"By far the most outstanding feature to be noted in connection with aircraft factory equipment and tooling is its general inadequacy. . . . aircraft factory budgets are limited by the comparatively small size of air-

Factory chiefs head for Los Angeles

EVERY aircraft and engine factory in America will be represented at the Production Meeting of the S.A.E. to be held in Los Angeles on October 7 to 9, according to John A. C. Warner, secretary of the Society of Automotive Engineers. The Los Angeles committee on arrangements has reservations from the chief executives, and production managers of practically all of the eastern factories already.

Interest in the production meeting is stimulated by the unprecedented success of the SAE meeting at Los Angeles of last year when the local committee was embarrassed by the unexpected influx of visiting engineers. This year the committee is prepared for any emergency.

The Army and the Navy, builders of aircraft and engines, transport companies, suppliers of raw materials, and the National Advisory Committee for Aeronautics all are contributing papers based upon theory and practical experience, according to John A. C. Warner, secretary and general manager of the Society.

Stainless steel and its place in aircraft manufacture is to be explained by a representative of one of the country's leading users of this material—the E. G. Budd Manufacturing Co. Steel castings, magnesium castings, die castings, and molded plastics will get concentrated attention.

A paper is scheduled on production problems in the manufacture of aluminum alloys. This, with another devoted to hydro-press operations will be features at the all-important session on Aircraft Processes.

"Factory Equipment and Tooling" and "Production Tools for Airplanes," are the titles of two vital papers that will comprise the Factory Equipment Session. Representatives of the Army and Navy will tell problems that occur in keeping fit the Nation's first line of defense.

SAE President Harry T. Woolson, executive engineer, Chrysler Corp.; Aircraft Engine Vice-President A. L. Beall, Wright Aeronautical Corp., and Aircraft Vice-President Fred E. Weick, Engineering & Research Corp., are cooperating with Carleton E. Stryker, Curtiss-Wright Technical Institute, general chairman of the meeting, in putting finishing touches to the program. Working with them are S. D. Heron, Ethyl Gasoline Corp., and Peter Altman, University of Detroit, meetings committee chairmen for the aircraft-engine and aircraft activities, respectively.

Among the authors are such authorities as: Donald H. Wood of the National Advisory Committee for Aeronautics; A. Lewis MacClain chief test pilot, and R. S. Buck, project engineer, Pratt & Whitney; Henry A. Berliner, president, Engineering & Research Corp.; Col. E. J. W. Ragsdale, E. G. Budd Manufacturing Co.; Robert Johnson, Wright Aeronautical Corp.; C. A. Van Dusen, Consolidated Aircraft Corp.; H. Oliver West, chief engineer, United Air Lines; Maj. Joseph T. Morris, U. S. Army Air Corps; and Fred Arnold, Naval Air Station, San Diego.

These men will present nine of the 16 papers scheduled for the meeting. Their topics will be fitted into sessions on Engine Performance, Engine Operation and Maintenance, Production, Aircraft Materials, Aircraft Processes, Factory Equipment and Operation and Maintenance.

An aviation banquet and ball will climax the meeting, affording relaxation after three days of fast-moving technical sessions.

Engineers rally to SAE session

engineers in the past in their attempts to set economic limits to air transport speeds. There is an article in the April, 1934 issue of the Journal of the Aeronautical Sciences by an English gentleman, Mr. M. F. Green, in which he arrives at the conclusion that the most economical speed for air transports would be 115 miles per hour under the reasonable design assumptions he had made, and which figure is increased to 130 or 140 miles per hour when traveling at 7500 feet altitude.

Had the speed term been empha-

nomic gain to the operator. Four or five years ago, I made such an analysis applied to a particular small transport and placed the value of one mile per hour speed increase at $375 cost increase. Later studies showed that this gauge must vary, depending on the particular characteristics of the airplane in question, on the operations for which it was to be used, and some other factors of lesser importance.

The value of speed

Another analysis has been made along similar lines for a large transport airplane suitable for transcontinental use and in this case the assumptions were: 10,000 pounds payload, four engines of 625 cruising horsepower each, flight at 25,000 feet altitude with pressure cabin, block-to-block speed of 225 miles an hour and life of equipment of 10,000 hours for the airplane and 3000 hours for the engines. Here the increase in speed to the operator worked out to $3240, a rather start-

FRIDAY, OCTOBER 8

Morning — Inspection Trip

TRIP THROUGH CALIFORNIA INSTITUTE OF TECHNOLOGY

S. A. E. Cars leave Ambassador Hotel at 9:00 A.M.

2:00 P.M. — Theatre

MATERIALS
T. P. Wright, Chairman

"Procurement Planning of the United States Army Air Corps," by Major J. L. Stromme,

10	15	20	25	30	35	40	45
			YEAR				

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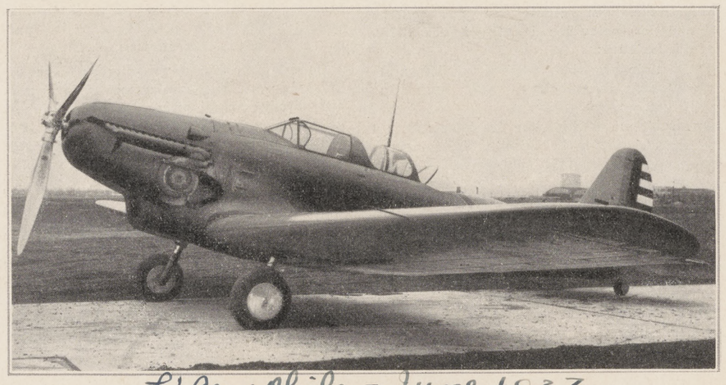

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Under the new rules, a Navy plane engaged in aerial gunnery or dive bombing 25 miles offshore is a transgressor, and when a pilot zooms down toward North Island without crossing the established airway at specific levels, he may hear about it from Washington.

NORTH ISLAND TRIAL BOARD TESTS BOMBER

Plane First Of Airboats To Be Built By Local Factory

Nov. 11 '37 S.D. Sun

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Alterations Needed

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Prior to their current inspection, the trial board conducted tests on the powerful new four-motored Sikorsky patrol bomber at Hampton Roads, Va. The plane, which now is undergoing shakedown flights on the east coast, will compete for a Navy contract with another experimental four-motored airboat to be finished by Consolidated next month.

80 Planes Completed

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S.D. Sun 11/10/37

INCREASE OVER 1936 TO REACH 200 PER CENT

Consair, Ryan And Solar Business For Year To Total 13 Millions

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San Diego's aircraft industry will show a remarkably improved financial record for the current calendar year, advance figures revealed today.

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200 Per Cent Increases

This total will represent increases over last year of as high as 200 per cent, as production schedules of the three local aircraft concerns were stepped up after the completion of considerable mass production preparation in 1936. The 1937 delivery record will be the highest in the aviation industry's history in Southern California, where three other concerns, Douglas Aircraft Co., of Santa Monica, Lockheed Aircraft Corp. of Burbank, and North American Aviation Co. of Inglewood, also reported huge gains over 1936, the previous high year.

More Expected

Consolidated total deliveries this year are estimated at $12,200,000, as compared with $4,218,399 in 1936, when large-scale production of Navy patrol bombers was just starting. Deliveries for the nine months ending Sept. 30 were $7,726,061, with an additional $4,500,000 in planes and spare parts expected to issue from the San Diego plant before New Year's Day.

Ryan's total deliveries this year will be $420,500, it was estimated, compared to $117,521 in 1936.

Unfilled Orders

Solar, which specialized in exhaust manifolds and other plane parts, will have delivered approximately $399,570 by Dec. 31, President Edmund T. Price reported.

On Oct. 1, Consolidated still had unfilled orders totalling $12,717,131, including 109 Navy bombers at $10,894,029, a private plane for Richard Archbold at $276,633, airplanes, spares, etc. for the Russian government at $1,536,265, and $10,204 business for the U. S. Army.

Ryan's backlog now is $340,000 and that of Solar's is more than $300,000.

Pacific Coast Edition
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W. P. FEHLMAN

NOV 8 1937

SOU. CALIFORNIA FACTORIES BUSY

Shipments by Five Firms May Reach $42,000,000, More Than Forecast Earlier

PRODUCTION STEPPED UP

By T. C. Sullivan

LOS ANGELES—It is now apparent that deliveries by the five major aircraft manufacturers in Southern California for the year 1937 will at least equal and probably exceed an earlier estimate, despite the fact that one plant was closed by strike for seven weeks.

The Pacific Coast Edition of The Wall Street Journal estimates total deliveries of Consolidated Aircraft Corp., Douglas Aircraft Co., Lockheed Aircraft Corp., North American Aviation and Ryan Aeronautical Co. for the current year will approximate $42,000,000, as compared with a forecast of $41,000,000 made last April.

Deliveries this year will be by far the largest in the history of the industry and will compare with $17,693,550 total deliveries by these same five companies made during 1936, which was the previous record, indicating an increase of 140% this year.

Production Still Being Stepped Up

Evidence that production schedules are still being stepped up is seen in the fact that about 30% of this year's deliveries will be made during the last quarter. Highly irregular and fluctuating deliveries are inherent to the industry, but managements are attempting to equalize deliveries and have made some progress in that direction. Factors which cause bunching of deliveries are many, however, and will require considerable more time before any semblance of equalized production can be obtained.

Most of the factories will be operating at practical capacity during the last two months of this year.

Despite the heavily increased output this year, total backlog of unfilled orders of the five companies was $60,000,000 on October 1, 1937, as compared with $57,000,000 on April 10, 1937. Assuming that no new business is obtained during the rest of 1937, these companies will start next year with a backlog of about $49,000,000. However, it is possible that this amount will be increased by a substantial amount in December through the award of at least one military contract.

Military Orders Relatively Heavier

Completion of many orders for commercial transports and the continued increase in purchases of aircraft by the Army and Navy have raised the proportion of military orders to other backlog. At the beginning of the fourth quarter, unfilled orders for United States Army and Navy constituted about 80% of total backlog, while domestic, commercial and export business accounted for the remaining 20%. This compares with 68% for the military and 32% for other purchases in April of this year.

Consolidated Aircraft Corp. estimates its total deliveries for the year to end December 31, 1937, at approximately $12,200,000, as compared

Aircraft

Continued from First Page

with $4,218,399 in 1936, an increase of nearly 200%. Deliveries for the nine months ended September 30 totaled $7,726,061, and it is expected that an additional $4,500,000 of planes and spare parts will leave the company's San Diego plant during the current quarter.

Unfilled orders on Consolidated's books at October 1 totaled $12,717,131, consisting of 109 units for the United States Navy amounting to $10,894,029, one domestic commercial unit at $276,633, $1,536,265 of airplanes, spares, etc., for export, and $10,204 for the United States Army. By value, the company's orders are 86% military and 14% export and domestic commercial.

Douglas Now Reducing Backlog

For the first time since orders started piling up in volume during the latter part of 1935, Douglas Aircraft Co. is making real progress in working off its backlog. The company's unfilled orders reached a high of $38,000,000 in June of this year, and since that time production has steadily gained over new orders received, so that on October 29 the backlog amounted to $31,535,665. Deliveries during November and December of this year should be at a substantially higher rate than in September and October, as the Northrop division plant was reopened on October 25 after having been closed by strike since early in September.

For the fiscal year ended November 30, 1937, Douglas' net sales will probably exceed $21,000,000, which would mean about $6,000,000 for the last quarter, or about 29%. Net sales for the nine months ended August 31 amounted to $15,283,066, on which the company reported a net profit of $852,795 after all charges and provision for both normal federal income tax and surtax on undistributed profits. This is a ratio of 5.6% to total net sales and compares with 12.2% for the year 1936 and with 17.1% in 1935. Ratio of net sales to net profit in preceding years, however, was much smaller. The lower rate this year can be attributed, in part at least, to labor difficulties and rising costs.

Backlog 65% Army Orders

The company's backlog is divided 65% army orders, 18% navy, 8% domestic transport and 9% foreign military and transports for export. Upon completion of the present commercial business in production, the company will have delivered 162 of its DC-3 model planes which were announced less than two years ago. This compares with 138 DC-2 models delivered to date. It is to be expected that orders for additional DC-3s will be comparatively light in view of the new DC-4 model which is expected to be ready for testing early in 1938. It will be a 60,000-pound, four-engined plane with a wing spread of approximately 135 feet and a useful load of about 20,000 pounds. It will carry 40 day passengers, with fewer accomodations in sleeper planes and those with special deluxe equipment.

Lockheed's deliveries this year might well exceed $4,000,000, or double total sales for 1936. Backlog as of October 1, 1937, amounted to $2,878,578, practically all of which was domestic commercial and export business. The company recently received its Department of Commerce approved type certificate for its model 14 plane, of which it has sold or delivered a total of 27. Deliveries on this model are now being made to Northwest Air Lines.

While deliveries at Lockheed were slowed up considerably during August, September and October, output for the last two months of this year will be at a considerably higher rate, due to production of the 14s.

North American Aviation's plant at Inglewood is now working at the highest rate in the company's history, with production of two basic combat trainers daily and three observation planes weekly. Deliveries in September amounted to $392,000, and were about the same in October. At the current rate of output, operations for the last two months of this year will be substantially larger.

First Half Deliveries Light

During the first six months of 1937, North American delivered only six planes, but output of spare parts made it possible for the manufacturing division to break about even. For the third quarter, there was a profit; and, with increased output for the remainder of 1937, this will be the first year in which the manufacturing division has been able to show a profit.

The company's total of unfilled orders amounted to $10,530,000, of which $9,730,000 is for United States military purposes and $800,000 for export. This is the highest backlog ever shown by North American and compares with $7,553,380 on April 10, 1937, and with $5,230,000 on January 1, 1937.

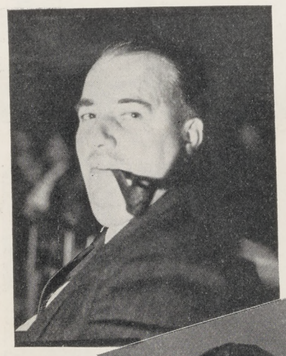
Sales for 1937 are estimated at $3,500,000, as compared with $1,050,042 in 1936 and $176,182 in 1935.

Ryan Aeronautical Co.'s backlog is now $340,000, consisting of 30 domestic commercial units amounting to $138,000, six units for export to cost $52,000, and miscellaneous orders for $150,000. It is estimated that Ryan's total deliveries this year will approximate $420,500, as compared with $117,521 in 1936.

RATIONALIZING

Aircraft Production

1937 S.A.E. National Aircraft Production Meeting brings better understanding of aviation industry methods.



A. C. Warner, S.A.E. General Manager.

Dr. A. L. Klein, chairman of the Thursday evening meeting.

CONTINUING THE TRADITION OF SUCCESS ushered in by the inaugural production meeting of 1936, the 1937 National Aircraft Production Meeting sponsored by the Society of Automotive Engineers, drew engineers and executives from all branches of the aviation industry to the seven sessions held at the Ambassador Hotel, Los Angeles, on Oct. 7, 8, and 9. Again, as in 1936, the sessions were jammed morning, noon, and night with capacity crowds. This in spite of the current World Series broadcasts, and the football classics of Saturday afternoon. A list of the 700 persons who registered officially would read like a Who's Who in aviation engineering, and merely to list all the firms

Truly national in its scope, the meeting drew nine of its fifteen papers from east of the Mississippi. Cooperating with the national S.A.E. body were the four Pacific Coast S.A.E. sections, headed by the Southern California Section under the chairmanship of W. B. Birren, Western Representative of the Wright Aeronautical Company. S.A.E. president Harry T. Woolson, executive engineer of Chrysler Corp., was in personal attendance. Past S.A.E. presidents Wm. B. Stout and Edward P. Warner repeated their roles of 1936, the former as master of ceremonies at the Annual Banquet, and the latter making the presentation of the Wright Brothers Medal for 1936. Carleton E. Stryker, Chief Engineer of Curtiss-Wright Technical Institute, again served as general chairman of the meeting, carrying the major burden of planning the details responsible for such outstanding success.

Climaxing the aviation industry's first peace time $100,000,000 production year, with aircraft orders running twenty five per cent ahead of 1936

meeting properly focused thought on the production problems peculiar to the aviation field. Mutual problems were discussed with commendable frankness by those in attendance. The keynote of such mutuality was struck by John A. C. Warner, S.A.E. General Manager, with the comment, "It is not a matter of sharing secrets but of avoiding economic waste."

Although the Wright Medal this year was presented for a paper read at the 1936 Production meeting, it became evident early in the current sessions that the papers offered were more representative, and the coverage of the aviation production problem was more comprehensive, than last year. Particularly gratifying was the obvious appreciation of those in attendance that production means something entirely different in aviation than it has come to mean to automobile men. This was well put by D. M. Carpenter, of the Consolidated Aircraft Corporation, in his paper on Factory Equipment and Tooling with the following comments:

"By far the most outstanding feature to be noted in connection with aircraft factory equipment and tooling is its general inadequacy. . . . aircraft factory budgets are limited by the comparatively small size of air-

Factory chiefs head for Los Angeles

EVERY aircraft and engine factory in America will be represented at the Production Meeting of the S.A.E. to be held in Los Angeles on October 7 to 9, according to John A. C. Warner, secretary of the Society of Automotive Engineers. The Los Angeles committee on arrangements has reservations from the chief executives, and production managers of practically all of the eastern factories already.

Interest in the production meeting is stimulated by the unprecedented success of the SAE meeting at Los Angeles of last year when the local committee was embarrassed by the unexpected influx of visiting engineers. This year the committee is prepared for any emergency.

The Army and the Navy, builders of aircraft and engines, transport companies, suppliers of raw materials, and the National Advisory Committee for Aeronautics all are contributing papers based upon theory and practical experience, according to John A. C. Warner, secretary and general manager of the Society.

Stainless steel and its place in aircraft manufacture is to be explained by a representative of one of the country's leading users of this material—the E. G. Budd Manufacturing Co. Steel castings, magnesium castings, die castings, and molded plastics will get concentrated attention.

A paper is scheduled on production problems in the manufacture of aluminum alloys. This, with another devoted to hydro-press operations will be features at the all-important session on Aircraft Processes.

"Factory Equipment and Tooling" and "Production Tools for Airplanes," are the titles of two vital papers that will comprise the Factory Equipment Session. Representatives of the Army and Navy will tell problems that occur in keeping fit the Nation's first line of defense.

SAE President Harry T. Woolson, executive engineer, Chrysler Corp.; Aircraft Engine Vice-President A. L. Beall, Wright Aeronautical Corp., and Aircraft Vice-President Fred E. Weick, Engineering & Research Corp., are cooperating with Carleton E. Stryker, Curtiss-Wright Technical Institute, general chairman of the meeting, in putting finishing touches to the program. Working with them are S. D. Heron, Ethyl Gasoline Corp., and Peter Altman, University of Detroit, meetings committee chairmen for the aircraft-engine and aircraft activities, respectively.

Among the authors are such authorities as: Donald H. Wood of the National Advisory Committee for Aeronautics; A. Lewis MacClain chief test pilot, and R. S. Buck, project engineer, Pratt & Whitney; Henry A. Berliner, president, Engineering & Research Corp.; Col. E. J. W. Ragsdale, E. G. Budd Manufacturing Co.; Robert Johnson, Wright Aeronautical Corp.; C. A. Van Dusen, Consolidated Aircraft Corp.; H. Oliver West, chief engineer, United Air Lines; Maj. Joseph T. Morris, U. S. Army Air Corps; and Fred Arnold, Naval Air Station, San Diego.

These men will present nine of the 16 papers scheduled for the meeting. Their topics will be fitted into sessions on Engine Performance, Engine Operation and Maintenance, Production, Aircraft Materials, Aircraft Processes, Factory Equipment and Operation and Maintenance.

An aviation banquet and ball will climax the meeting, affording relaxation after three days of fast-moving technical sessions.

Airboats Leave S. D. For Shipment To Russia

S. D. Sun 10/31/37

FIVE CARLOADS AWAIT VESSEL AT SAN PEDRO

Airplane Parts, Factory Equipment Built At Consolidated

Five carloads of airplane parts, tooling, dyes, fixtures and other manufacturing equipment, today had been transported from the Consolidated Aircraft Corp. plant to Terminal Island, where they will be placed aboard the Inter-Ocean Steamship Co. freighter M. S. Burganger, Nov. 8, for shipment to Soviet Russia, it was revealed yesterday.

Included in the shipment will be what is known as a "temporarily constructed" flying boat, whose parts are either screwed or bolted, instead of riveted together.

Re-Constructed In Russia

The sections of this airboat will be disassembled by Russian mechanics and re-constructed according to the production methods being indoctrinated at a huge aircraft plant on the Sea of Azov by a corps of Consolidated engineers.

Undergoing final flight tests late last week was a complete replica of the Navy's PBY-1 patrol bomber, without armament. This airboat will be "knocked down" at the completion of the tests and shipped out of San Diego to Terminal Island the week of Nov. 22, plant officials indicated yesterday. This craft will be placed aboard another Inter-Ocean freighter bound for Europe.

Transferred In Europe

The Burganger and its sister ship will deliver the planes, materials, and equipment to a Russian freighter either at Rotterdam or Havre.

Shipment of the planes to Soviet Russia is possible through a Navy release of the PBY model for export after Nov. 1, which is one year after the first airboat of this type was delivered to North Island.

S. D. Engineers In Russia

Consolidated several months ago sent a group of engineers to the So[illegible] Union to offer advice on mas[illegible]duction of the PBY planes, [illegible] for commercial purpose[illegible]

With the [illegible]pletion of its present shipment, Consolidated still has a backlog of business for Soviet Russia of more than $1,000,000. This includes a $750,000 contract for special tooling, and a recently acquired $400,000 order for materials.

LE CONSOLIDATED P 30 (U. S. A.)

Cet appareil est un biplace de chasse muni d'un moteur Curtiss « Super-Conqueror SV-1570 » 12 cylindres en V de 675/705 CV.

Armement : deux mitrailleuses fixes tirant à travers l'hélice, une mitrailleuse orientable.

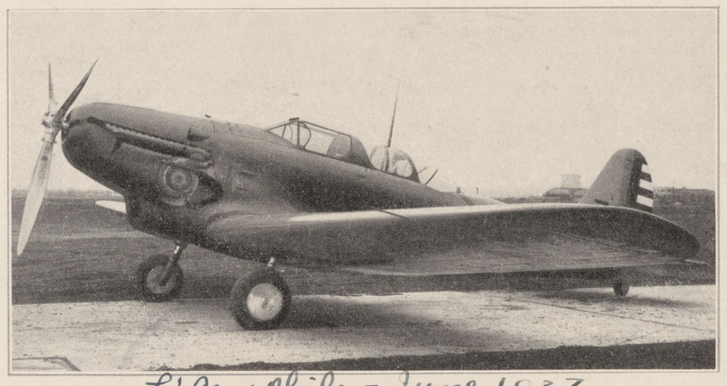
Poste émetteur et récepteur de T.S.F.

Caractéristiques :

Envergure	13 m. 42
Longueur	8 m. 84

Performances :

Vitesse maximum à 1.800 m...	403 kmh.
Montée à 5.000 m.	9 min.
Plafond absolu	8.300 m.
Rayon d'action	750 km.



L'Aeraphile - June 1937

3 S. D. CRUISERS LEAVING TODAY ON S. F. VOYAGE

S. D. Sun 11/8/37

Cincinnati, Memphis And Concord Assigned To Nov. 11 Celebration

Three locally-based light cruisers were to leave San Diego today for San Francisco to participate in that port's celebration of Armistice Day.

The Memphis, Concord and Cincinnati will remain at the Golden Gate until next Monday, returning here Nov. 19 after maneuvers at sea en route south They will be joined at San Francisco by their sister ship, the Milwaukee, which arrived at Mare Island Navy Yard for minor repairs yesterday.

Langley Returning

Other important San Diego arrivals next week will include the aircraft tender Langley, returning from Pearl Harbor; the transport-tanker Ramapo, detached from the Asiatic Fleet after several months' temporary duty; and the tanker Kanawha, from Hawaii.

Approximately 85 officers and men of Pearl Harbor's Patrol Squadron Ten will disembark from the Langley at North Island Nov. 19 to begin training for their mass flight of 12 Consolidated patrol bombers to Hawaii early in 1938. The Langley sails the following day for the Canal Zone with personnel and equipment transferred to that base from the West Coast.

Destroyer Also Due

The Ramapo is due here Nov. 20 and the Kanawha next Monday. One of the newest destroyers in the Navy, the USS Downes, will assume her permanent station in San Diego harbor Nov. 25, 1th Naval District headquarters were informed today. The Downes clears from the Canal Zone Nov. 17.

S. D. Aviators Bound By New Restrictions

S.D. Sun Nov. 14, 1937

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Purely Gossip

The feeling is crystallizing in Wall Street that the two most dislliked federal taxes, the surplus profits levy and the capital gains impost, will be substantially changed for 1938. Traders feel that if their impact is reduced a substantial basis for return of confidence in general business will be found.

* * *

In the trade picture retailers say that Christmas shopping is well under way.

* * *

There is still considerable bearish gossip on American Telephone, probably by traders who note that it is still selling at about twice the price it did at the depression's low. Yielding 5% and with estimates of earnings for 1937 around $10 a share, the stock is still favored by small investors. The Street realizes that higher costs and taxes have affected the company and investigations too do not please investors, but the company's record and policy over the years still gives it a high rating among average in-

Aircraft

Continued from First Page

NEW YORK—Black pepper futures closed with sales of 100 lots. Spot [illegible]

Black Pepper Futures

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Japanese Cotton Action

OSAKA—(Reuter's)—The Federation of Cotton Spinners has decided that the monthly production of cotton yarns shall be limited to 300,000 bales. The monthly import of raw cotton is now restricted to 1,050,000 piculs.

The Federation of Cotton Spinners has decided to organize a raw cotton company in North China with capital of 3,000,000 yen which will jointly be subscribed by the Federation of Cotton Spinners, Shing-Chung Co., a Japanese concern, the Association of Japanese Cotton Spinners of China, and the Association of Raw Cotton Importers.

Textile Mills Curtailing

NEW YORK—Rhode Island textile mills are planning severe curtailment because of lack of orders. The first to announce closing is Interlake Mills at Harris, R. I. This company's cotton plant, employing 600, will be closed on Thursday and Friday this week and all Thanksgiving week. Goddard Bros., operating Lonsdale Co., announced that the mill in Hope will be closed two weeks in the next three. This plant employs 400 workers.

LAWRENCE, Mass.—(UP)—Pacific Print Works, world's largest textile print works, has closed down until November 15 because of lack of orders, it was announced. The closing throws 1,800 out of work.

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Black Pepper Futures

NEW YORK—Black pepper futures closed

NEW YORK—Wool tops closed Saturday as follows: March, 83.5, up 0.4; May, 82.9b, off 1.1; July, 83.1, unchanged; September, 83.0n, unchanged; October, 83.5, up 1.

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LIVERPOOL—Cotton futures closed Saturday as follows: January, 4.42; March, 4.47; May, 4.52; July, 4.54.

Liverpool Cotton Close

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New York spot cotton closed steady, 4 points lower: middling uplands, 7.85.

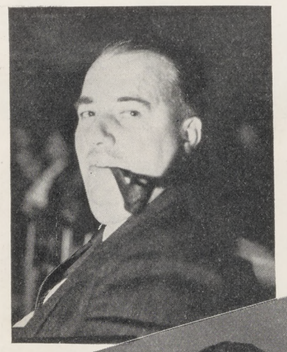
New Orleans spot cotton closed steady, unchanged: middling uplands, 7.85.

Average price of middling spot cotton in ten designated markets, 7.71, against 7.75 Friday.

RATIONALIZING

Aircraft Production

1937 S.A.E. National Aircraft Production Meeting brings better understanding of aviation industry methods.



A. C. Warner, S.A.E. General Manager.

Dr. A. L. Klein, chairman of the Thursday evening meeting.

Continuing the tradition of success ushered in by the inaugural production meeting of 1936, the 1937 National Aircraft Production Meeting sponsored by the Society of Automotive Engineers, drew engineers and executives from all branches of the aviation industry to the seven sessions held at the Ambassador Hotel, Los Angeles, on Oct. 7, 8, and 9. Again, as in 1936, the sessions were jammed morning, noon, and night with capacity crowds. This in spite of the current World Series broadcasts, and the football classics of Saturday afternoon. A list of the 700 persons who registered officially would read like a Who's Who in aviation engineering, and merely to list all the firms

Truly national in its scope, the meeting drew nine of its fifteen papers from east of the Mississippi. Cooperating with the national S.A.E. body were the four Pacific Coast S.A.E. sections, headed by the Southern California Section under the chairmanship of W. B. Birren, Western Representative of the Wright Aeronautical Company. S.A.E. president Harry T. Woolson, executive engineer of Chrysler Corp., was in personal attendance. Past S.A.E. presidents Wm. B. Stout and Edward P. Warner repeated their roles of 1936, the former as master of ceremonies at the Annual Banquet, and the latter making the presentation of the Wright Brothers Medal for 1936. Carleton E. Stryker, Chief Engineer of Curtiss-Wright Technical Institute, again served as general chairman of the meeting, carrying the major burden of planning the details responsible for such outstanding success.

Climaxing the aviation industry's first peace time $100,000,000 production year, with aircraft orders running twenty five per cent ahead of 1936

meeting properly focused thought on the production problems peculiar to the aviation field. Mutual problems were discussed with commendable frankness by those in attendance. The keynote of such mutuality was struck by John A. C. Warner, S.A.E. General Manager, with the comment, "It is not a matter of sharing secrets but of avoiding economic waste."

Although the Wright Medal this year was presented for a paper read at the 1936 Production meeting, it became evident early in the current sessions that the papers offered were more representative, and the coverage of the aviation production problem was more comprehensive, than last year. Particularly gratifying was the obvious appreciation of those in attendance that production means something entirely different in aviation than it has come to mean to automobile men. This was well put by D. M. Carpenter, of the Consolidated Aircraft Corporation, in his paper on Factory Equipment and Tooling with the following comments:

"By far the most outstanding feature to be noted in connection with aircraft factory equipment and tooling is its general inadequacy. . . . aircraft factory budgets are limited by the comparatively small size of air-

Factory chiefs head for Los Angeles

EVERY aircraft and engine factory in America will be represented at the Production Meeting of the S.A.E. to be held in Los Angeles on October 7 to 9, according to John A. C. Warner, secretary of the Society of Automotive Engineers. The Los Angeles committee on arrangements has reservations from the chief executives, and production managers of practically all of the eastern factories already.

Interest in the production meeting is stimulated by the unprecedented success of the SAE meeting at Los Angeles of last year when the local committee was embarrassed by the unexpected influx of visiting engineers. This year the committee is prepared for any emergency.

The Army and the Navy, builders of aircraft and engines, transport companies, suppliers of raw materials, and the National Advisory Committee for Aeronautics all are contributing papers based upon theory and practical experience, according to John A. C. Warner, secretary and general manager of the Society.

Stainless steel and its place in aircraft manufacture is to be explained by a representative of one of the country's leading users of this material—the E. G. Budd Manufacturing Co. Steel castings, magnesium castings, die castings, and molded plastics will get concentrated attention.

A paper is scheduled on production problems in the manufacture of aluminum alloys. This, with another devoted to hydro-press operations will be features at the all-important session on Aircraft Processes.

"Factory Equipment and Tooling" and "Production Tools for Airplanes," are the titles of two vital papers that will comprise the Factory Equipment Session. Representatives of the Army and Navy will tell problems that occur in keeping fit the Nation's first line of defense.

SAE President Harry T. Woolson, executive engineer, Chrysler Corp.; Aircraft Engine Vice-President A. L. Beall, Wright Aeronautical Corp., and Aircraft Vice-President Fred E. Weick, Engineering & Research Corp., are cooperating with Carleton E. Stryker, Curtiss-Wright Technical Institute, general chairman of the meeting, in putting finishing touches to the program. Working with them are S. D. Heron, Ethyl Gasoline Corp., and Peter Altman, University of Detroit, meetings committee chairmen for the aircraft-engine and aircraft activities, respectively.

Among the authors are such authorities as: Donald H. Wood of the National Advisory Committee for Aeronautics; A. Lewis MacClain chief test pilot, and R. S. Buck, project engineer, Pratt & Whitney; Henry A. Berliner, president, Engineering & Research Corp.; Col. E. J. W. Ragsdale, E. G. Budd Manufacturing Co.; Robert Johnson, Wright Aeronautical Corp.; C. A. Van Dusen, Consolidated Aircraft Corp.; H. Oliver West, chief engineer, United Air Lines; Maj. Joseph T. Morris, U. S. Army Air Corps; and Fred Arnold, Naval Air Station, San Diego.

These men will present nine of the 16 papers scheduled for the meeting. Their topics will be fitted into sessions on Engine Performance, Engine Operation and Maintenance, Production, Aircraft Materials, Aircraft Processes, Factory Equipment and Operation and Maintenance.

An aviation banquet and ball will climax the meeting, affording relaxation after three days of fast-moving technical sessions.

Engineers rally to SAE session

ALREADY production technicians, experts on processing, materials, equipment, operation and maintenance, and engineers and representatives from factories all over the nation are starting their trek to Los Angeles for the second annual National Aircraft Production Meeting to be held under the sponsorship of the Society of Automotive Engineers in the Ambassador Hotel, October 7, 8, and 9. Cooperating with the S.A.E. is the Aeronautical Chamber of Commerce of America and the Air Transport Association of America.

The success of last year's meeting surpassed even the most optimistic expectations. Attendance at the sessions ran as high as 350, and 100 were turned away from the final banquet and grand ball. From early indications, this year's forum will be even better attended, more efficiently handled and more interesting than the 1936 meeting.

Similar to last year's program, the sessions will be extended over a three day period, starting with a session on engine performance at 10:00 a.m., Thursday, October 7, and ending with a banquet and ball on Saturday night. Sessions are scheduled for each morning, afternoon and evening of the three days, with a special trip through California Institute of Technology scheduled for Friday morning.

The banquet committee promises a better program with much more limited speeches than last year. Bill Stout is again master of ceremonies. Present interest in the banquet indicates another shortage of tickets.

The program for the three days follows:

THURSDAY, OCTOBER 7

10:00 A.M. — **Theatre**

ENGINE PERFORMANCE
J. W. Young, Chairman

"Flight Testing with an Engine Torque Indicator," by A. L. MacClain and R. S. Buck, Pratt & Whitney Aircraft Co.

"The Design of Cowlings for Air-Cooled Engines," by D. H. Wood, National Advisory Committee for Aeronautics.

2:00 P.M. — **Theatre**

ENGINE OPERATION AND MAINTENANCE
I. L. Shogran, Chairman

"Engine Maintenance from Operator's Viewpoint," by W. A. Hamilton, Transcontinental & Western Air, Inc.

"The Development of Successful Engine Installations," by R. E. Johnson, Wright Aeronautical Corp.

8:00 P.M. — **Colonial Room**

PRODUCTION
Mac Short, Chairman

"Engineering for Production in Stainless Steel," by E. J. W. Ragsdale, E. G. Budd Manufacturing Co.

"Production Control," by Eric Springer, Douglas Aircraft Co.

FRIDAY, OCTOBER 8

Morning — **Inspection Trip**

TRIP THROUGH CALIFORNIA INSTITUTE OF TECHNOLOGY

S. A. E. Cars leave Ambassador Hotel at 9:00 A.M.

2:00 P.M. — **Theatre**

MATERIALS
T. P. Wright, Chairman

"Procurement Planning of the United States Army Air Corps," by Major J. L. Stromme, Air Corps, United States Army.

"Quality Control of Aluminum Alloy Aircraft Castings," by K. R. Van Horn, and H. J. Heath, Aluminum Company of America.

"The Manufacture, Characteristics and Uses of Magnesium Castings," by W. G. Harvey, American Magnesium Corp.

8:00 P.M. — **Colonial Room**

PROCESSES
Hall Hibbard, Chairman

"Drop Hammer Applications," by C. R. Delaubenfels, Lockheed Aircraft Co.

"The Use of Plastics in Aircraft," by G. P. Young, Rohm & Haas Company.

SATURDAY, OCTOBER 9

10:00 A.M. — **Theatre**

OPERATION AND MAINTENANCE
Lieut. Knox Perrill, Chairman

"Maintenance Problems of Army Airplanes," by Major J. T. Morris, Air Corps, United States Army.

"Effect of Design and Construction on Maintenance and Overhaul of Naval Aircraft," by F. G. Arnold, Naval Air Station.

2:00 P.M. — **Theatre**

FACTORY EQUIPMENT
E. J. Rivers, Chairman

"Factory Equipment and Tooling," by D. M. Carpenter and J. W. Van Doren, Consolidated Aircraft Corp.

"European Aircraft Production Equipment," by H. A. Berliner, Engineering and Research Corp.

7:00 P.M. — **Fiesta Room**

BANQUET AND GRAND BALL

Southern California section, hosts.
W. B. "Bill" Stout, Master of Ceremonies.
Presentation of the Wright Brothers Medal, dinner, entertainment, followed by dancing.

Bloch To Head Fleet; King Named Aircraft Chief; Changes Feb. 1

S. D. SUN 11/10/37

Adm. Hepburn To Take Command Of 12th Naval District; Horne Assigned Board Post In Capital

The highest command in the United States fleet today was handed to Adm. Claude C. Bloch, veteran sea fighter, in a list of appointments that brought important changes in San Diego's Navy personnel.

The appointments were announced by Secretary of Navy Claude A. Swanson, and include the promotion of Rear Adm. Ernest J. King, commander of aircraft, Scouting Force, here, to relieve Vice Adm. Frederick J. Horne as commander of aircraft, Battle Force.

ADMIRAL BLOCH

Adm. Bloch relieves Adm. Arthur J. Hepburn, who after four years sea duty, will take command of the 12th Naval District at San Francisco.

The changes in command will be effective Feb. 1, Swanson said.

The promotion of Adm. King gives him command of all aircraft in the nation's fleet. He formerly was commander of aircraft, Base Force, which was changed to aircraft, Scouting Force, Oct. 1, when the huge new Consolidated Navy bombers replaced the fleet's destroyers in the Scouting Force.

His new rank will be that of vice admiral.

Swanson also announced that he had ordered a selection board to convene at the Navy Department Nov. 29 to recommend officers in the grade of captain and commander for promotion to the grade of rear admiral and captain, respectively.

Pioneer In Aviation

As head of the aircraft, Scouting Force, Adm. King contributed pioneering in Navy aviation. He has engineered the long mass flights to Coco Solo, to Hawaii and to Alaska from San Diego.

Adm. King will be succeeded by Rear Adm. Charles A. Blakely, commander of aircraft carrier division two, including the two new carriers Yorktown and Enterprise. Vice Adm. Horne, meanwhile, will be ordered to duty as a member of the Navy General Board in Washington, D. C.

Long Service Record

Adm. Bloch, the new commander-in-chief of the Fleet, is 59 years old. He was born in Woodbury, Ky., and was appointed to the Naval Academy in 1895. He served in the Spanish-American war, and participated in the China Relief expedition and the Philippine insurrection. During the World war he was in command of a troop transport.

Visit To F. R. Worries Navy Air Patrol Chief

S. D. SUN 11/10/37

Lieut.-Comdr. Fuller, Due To Receive Squadron Safety Trophy, Concerned Over Etiquette Rules

Lieut.-Comdr. Robert L. Fuller, commanding officer of North Island's Patrol Squadron Seven, would like to know what authorities on White House etiquette have to say in their chapters on "Meeting the President of the United States."

Lieut.-Comdr. Fuller is somewhat hazy on this subject, because he has never shaken hands with a President or stood at the Chief Executive's desk listening to the nation's No. 1 citizen deliver complimentary remarks. This was a cause for concern today because Lieut.-Comdr. Fuller soon expects to be called to the White House to receive from President Roosevelt personally the Herbert Schiff Memorial Trophy awarded his squadron for the best safety record of the fiscal year 1936-37.

Unable To Recall

The Navy flier was quite modest about the whole affair in his office at North Island today, being unable to recall any outstanding achievements of VP-7 during the period from July 1, 1936 to June 30, 1937.

With characteristic Navy understatement he remarked, "We performed our routine duties during that year with the other patrol squadrons. We were in no long-distance mass flights, and operated away from San Diego for two months in July and August of 1936, when we had tactical maneuvers in the Puget Sound and Alaska area. That's about all there is to it. I haven't even been officially notified about the reward. All I know is what I read in the papers."

Has Earned Trip

The official Bureau of Aeronautics records, released today, show that Lieut-Comdr. Fuller, as leader of Squadron VP-7, has well earned his forthcoming trip to the White House.

Equipped with six Consolidated-built P2Y3 patrol bombers, the unit amassed 2312 flight hours without a single accident traceable to personnel error. In other words, VP-7 was the Navy's most economical squadron in 1936-7 in the matter of lives preserved and material undamaged.

In winning the trophy, VP-7 accomplished a feat never before done by a patrol squadron, and bested 82 other Navy squadrons in the year-long competition.

Six Others Tied

Six other units tied VP-7 in its safety record, but were overshadowed in number of flight hours. Included in this group is the San Diego-based Marine Utility Squadron Two, commanded by Capt. Jacob F. Plechta during the fiscal year 1936-7, which compiled 1487 flight hours. Other "perfect-record" squadrons were:

Marine Scouting Squadron Three, St. Thomas, Virgin Islands, 980 hours; Patrol Squadron Fourteen, 1793 hours, whose commanding officer, Lieut.-Comdr. W. L. Peterson, is a San Diegan; Patrol Squadron Fifteen, 1563 hours; Naval Reserve Aviation Base, St. Louis, 1360 hours, and Experimental Squadron 2D1, Newport, R. I., 1333 hours.

Presented In 1925

The Schiff Memorial Trophy was presented to the Navy Department in 1925 by William Schiff, brother of Lieut. (jg) Herbert Schiff, Naval Reserve aviator killed on duty at the Naval Air Station, Hampton Roads, Virginia, on July 11, 1924. The donor's purpose was to stimulate interest in Naval flying and at the same time to reduce aviation accidents. Since 1928, when the trophy was presented to the squadron instead of the individual with the best safety record, the award has been made to the following San Diego-based units:

Fighting Squadron Seven, commanded by Lieut. Thomas G. Fisher, and Fighting Squadron Ten, Marine Crops, commanded by Capt. Vernon Guymon.

Navy Now Developing 50-Ton Bomber With 8,000-Mile Range

CONTACT 11/23/37

In an endeavor to secure a heavily armored, long range bomber superior to anything of its kind in the world, the Navy has designers and engineers of Consolidated Aircraft Company of San Diego, the Glenn L. Martin Company of Baltimore and the Sikorsky Division of United Aircraft at Hartford, Conn., secretly but busily at work on plans.

Since construction details of military craft of this type are always jealously guarded, little is known regarding the exact specifications of the new flying boat. It has been revealed however, that it will exceed 50 tons in weight and have a wing span of 170 feet. Four Pratt & Whitney motors, each developing over 1,500 horsepower, will power the craft, which is understood to have as an objective an 8,000-mile crusing range.

The latest patrol bomber acquired by the Navy—constructed by the Sikorsky Company—had a wing span of 125 ft. and a reported speed of over 200 miles per hour with a full military load. It weighed around 54,000 pounds and was also powered with four Pratt & Whitney Wasp engines.

The $850,000 cost of the Sikorsky job will probably be exceeded considerably in the new type bomber, some cost estimates running as high as $1,000,000. This is exclusive of the $250,000 allocated by the Navy for preliminary work.

S. D.-TO-GUINEA FLIGHT PLANNED

Archbold Seeks Manning As Navigator

S. D. Sun 11/14/37

Capt. Harry Manning, who accompanied Amelia Earhart on her first unsuccessful attempt to encircle the globe, has been asked by Richard Archbold, youthful explorer, to serve as navigator on a hazardous flight from San Diego to Dutch New Guinea early in 1938, it was learned yesterday.

Capt. Manning must secure permission from his employers, Pan-American Airways, before he can consent to make the trip with Archbold, the latter declared.

Route Charted

Archbold expects to make his flight in February, after tests on his replica of the Navy's PBY-2 patrol bombers are completed. The route to be taken by Archbold and his crew will be over Pan-American Airway lanes to Hawaii, Midway, Wake, Guam, and then to New Guinea.

Archbold, a veteran explorer at 30, will lead his second expedition into the wilds of Dutch New Guinea this winter for the American Museum of Natural History.

To Penetrate Jungle

His $250,000 plane, which recently left the assembly lines at Consolidated Aircraft Corp., will be used to transport personnel, equipment and food deep into New Guinea jungles from a base at the coast.

A similar expedition to New Guinea last year was cut short when the aircraft capsized during a rainstorm.

MASS FLIGHT TO COCO SOLO STARTS DEC. 8

S. D. SUN 11/23/37

100 Men From Canal Zone Begin Final Weeks Of Preparation

Officers and men of the Canal Zone's Patrol Squadron Two today entered their final two weeks' preparation for the Navy's largest long-distance mass flight in history—14 Consolidated-built patrol bombers from San Diego to the Coco Solo Air Base.

Tentative time of the takeoff is the morning of December 8, weather permitting, Aircraft Scouting Force headquarters reported today.

With seven men in each airboat, approximately 100 men will be included in the flight personnel. Twelve of the planes are assigned to Squadron VP-2, and two will serve as spare bombers for the Canal Zone's Patrol Squadron Three.

To Cross Jungles

Three aircraft tenders will serve as "guard ships" along the flight route. The USS Langley, now en route to the Canal Zone with airplane equipment and personnel transferred from the mainland to the Coco Solo air base, will be returning to San Diego at the time of the flight, and will be stationed on the west coast of Nicaragua. The planes will cut across Nicaraguan jungles to the Atlantic side of Central America, where the former San Diego-based USS Gannet, now operating at the Canal Zone, will be anchored.

The USS Sandpiper will steam out of San Diego to take a position off Cape San Lucas, at the lower tip of Baja California.

Grow To Command

Commander of the squadron will be Lieut.-Comdr. Bradford E. Grow.

Rear Adm. Ernest J. King, Aircraft Scouting Force commander under whose supervision the flight will be made, will leave San Diego tomorrow for Washington, D. C., where he will serve as a member of the Navy selection board to recommend promotion of seven captains to rear admiral and 33 commanders to captain. Another San Diego officer who will sit with the board, scheduled to convene next Monday, is Rear Adm. Julius C. Townsend, commander of Cruiser Division Two, aboard the USS Trenton.

15 S. D. AIRBOATS MAY HOP DEC. 8 FOR COCO SOLO

S. D. Union 11/30/37

Possibility that 15 airboats will leave San Diego early Dec. 8 on a nonstop flight to Coco Solo, C. Z., naval air station, was expressed yesterday by officers of the first patrol wing.

Twelve of the Consolidated multi-motored planes are attached to patrol squadron 2, to be commanded on the 3000-mile Panama flight by Lt. Comdr. B. E. Grow. The other three planes would be "spares" for squadrons now based at Coco Solo.

The flight route will take the planes along the west coast from Pt. Loma to the Gulf of Fonseca, then across the proposed Nicaraguan canal route to the Atlantic and southward along the Central American coast to the eastern entrance of the Panama canal.

The aircraft tender Langley, sailing from Balboa for San Diego Dec. 6, will act as patrol ship off the Nicaraguan coast on the flight. The take-off here will be between 8 and 10 in the morning.

EXPLORATION PLANE UNDERGOES TESTS

S. D. Sun 11/19/37

Test hops on the PBY-2 type airboat which Richard Archbold, youthful explorer, will fly from San Diego to Dutch New Guinea early in 1938, were started today.

The big plane, similar to the patrol bombers now in use by the United States Navy, will be delivered to Archbold within two weeks, Consolidated Aircraft Corp. officials estimated. It will be used in exploration work to be conducted by Archbold for the American Museum of Natural History in the jungles.

ARCHBOLD OFF ON TEST HOP OF NEW PLANE

Scientist-Aviator Carries 28,000-Pound Load In S. D. Takeoff

S.D. Sun 12/2/37

With a full gasoline load, Richard Archbold, American Museum of Natural History scientist-aviator, took off from San Diego bay shortly after 9 a. m. today on a four-hour test flight of his Consolidated-built airboat in which he is planning to span the continent, non-stop, tomorrow.

Carries Heavy Load

Archbold radioed to his base station in East San Diego that the plane was carrying a load of 27,000 to 28,000 pounds. His crew consisted of Russ Rogers, co-pilot, and Ray Booth, radioman. Consolidated Aircraft Corp. officials also were in the plane.

Archbold probably will take off tomorrow afternoon for Miami, Fla., he indicated. Lieut. Comdr. L. R. Gray, USN, ret., who served as Archbold's navigator on the first non-stop flight of a seaplane across the United States last summer, reported this morning that the flier was to have his compass checked today.

Long Trip Planned

Archbold will return here from the east coast to prepare for his flight to Dutch New Guinea early in 1938 to lead an expedition for the American Museum of Natural History.

SKY LABORATORY WILL HOP TODAY FOR EAST COAST

S.D. Union 12/3/37

Craft to Return Here Dec. 12 Before Starting on Survey Tour of New Guinea.

Flying the 14-ton "skyway laboratory," built by Consolidated Aircraft Corp. for the American Museum of Natural History's aerial survey of New Guinea, Richard Archbold and a crew of six will take off from San Diego bay at 2:30 this afternoon on a sustained flight to Miami. Archbold, a representative of the Museum of Natural History, will be accompanied on the Pacific-gulf flight by the following: Russell Rogers, pilot; Gerald Brown, engineer; Raymond Booth, radio operator; William Wheatley, test pilot for Consolidated; Irwin McWilliams, engineering inspector of the federal bureau of air commerce, and Frank Learman, director of public relations for Consolidated.

The huge airboat, sistership of the

(Continued on Page 4, Col. 5)

SKY LABORATORY WILL HOP TODAY

(Continued from Page One)

plane originally built by Consolidated for the New Guinea venture and which later was used after a flight across the continent in the quest for the missing Russian transpolar fliers, is expected to make the 2250-mile trip to Miami in 14 hours.

The plane, literally a flying archaeological laboratory, is 104 feet in length, 68-foot wingspread and is equipped with two 1000-horsepower Pratt-Whitney motors. It is capable of more than 4000 miles of sustained flight without refueling.

The plane will follow the southern air route pioneered more than two decades ago by Maj. Theodore Macaulay, who still holds the speed record for a westbound flight from the Atlantic to the Pacific. The record, made in 1919, was 19 hours and 10 minutes.

Archbold announced he will make a series of flights along the Florida coast during the next week. He will return to San Diego with the plane about Dec. 12 and will leave here for the flight to New Guinea via Hawaii and Guam early in March.

Archbold will carry letters from Mayor Percy Benbough and President Charles Cotant of the local chamber of commerce to the mayor and president of the Miami civic organization.

Archbold To Test Airboat With Flight To Miami

S. D. Sun 11/28/37

Young Explorer Plans Cross-country Hop From S. D. In Preparation For Jungle Venture

By HAROLD KEEN
The Sun's Navy Editor

Richard Archbold, youthful "flying explorer" of the American Museum of Natural History, is planning his second cross-country flight in a Consolidated-built airboat from San Diego to the east coast, The Sun learned yesterday.

The 30-year-old scientist-aviator revealed that he has set next Friday as the tentative take-off date for a non-stop hop from San Diego to Miami, Fla., where the 10th annual All-American air maneuvers are scheduled Dec. 2 to 5.

Consolidated Aircraft Corp. officials have notified him that his PBY-2 type plane, an unarmed replica of the patrol bombers now being delivered to the United States Navy, will have completed its test flights next Friday.

"Shakedown" Flight

The flight to Miami will be in the nature of a "shakedown" to test the plane's stamina in preparation for the gruelling trans-Pacific journey to Dutch New Guinea early in 1938, Archbold pointed out.

Archbold, a veteran in tropical exploration, will pilot his big plane to Honolulu, Midway, Wake and Guam along Pan American Airways' route, then will blaze across an uncharted airway to New Guinea, where he will lead an American Museum of Natural History expedition in search of zoological specimens.

To Enter Wilds

Deep into the island's otherwise inaccessible wilderness, the expedition will be able to establish base camps, with Archbold's plane shuttling back and forth from the sea coast with food, equipment and personnel. At present, Dr. Austin L. Rand, Archbold's asso-

(Turn to Page 6-A, Col. 6)

CONSOLIDATED Aircraft Corp., according to rumors from San Diego, is constructing a boat for the Navy of nearly 35 tons. It is said that it will be powered by four engines totaling about 5200 h.p., have a cruising range of 5,000 miles and will have a new type of boat hull possessing enough strength to land or take-off in rough water and withstand the most adverse weather stress.

CONSOLIDATED Aircraft delivered the first of the PBY 3's and expected to deliver the new Archbold plane prior to December 1 and test the engines on the new super-patrol-bomber. The new mammoth flying boat for the New Navy should be test flown during December.

It is reported that the Consolidated boat sold to the Russians by Archbold for the purpose of searching the Arctic wastes for the lost flyers flew 19,000 miles of intensive flying with a normal overload of 5,000 pounds. Each take-off was with about 32,000 pounds total load. Flights extended to within 150 miles of the Pole. The ship was powered by twin-row Wasps.

SKYWAYS

Notes on Landings and Takeoffs

L.A. TIMES
Nov. 28-37

by Jim Bassett

Over the coffee-cups (or was it coffee?) t'other night we chatted with a visiting gentleman who speaks with considerable authority anent air-line activities. He told us that:

The "big three' will watch Northwest's success with Lockheed Zephyrs with consuming interest this winter. At least one major transport line toys today with the notion of a crack, extra-fare flight from coast-to-coast in the 230-mile-an-hour ships. ("We aren't running S.R.O. with our large planes these days . . . so why not operate ten-passenger craft on a super-swift schedule?)

Plenty of attention will be paid during the coming year to re-routing the lines. For safety.

Radio-writing — transmitting actual hand-writing through the ether just as some big hotels send messages from floor to floor—is on its way. May replace verbal communication from station to plane.

NOW CURTISS-WRIGHT

For the first time, we believe, we can offer this exclusive bit of news: Curtiss-Wright at St. Louis bends every effort into task of building a secret, 40-passenger transport with two engines.

Our operative in the Midwest area whispers that Charlie France acts as mainspring in the venture. Favors a pair of 1500-horsepower, geared-up motors, for a ship approximating Douglas's long-tarrying DC-4. Will be ready in ten months. Mockups, already completed, show a bulging fuselage with passengers above, plenty of baggage space below.

Unlike the gargantuan Boeings and DC-4s, the C.-W. will cost only $175,000.

HOT-AIRSTREAM

Aggrieved, Howard Hughes wants it known that his Sikorsky amphibian (for which mysterious things have been rumored) didn't cost $110,000 as reported in the day's press. Set him back a cool $250,000—and a mere stock-model fetches $150,000. Howard's lads bustle like Santa Claus's gnomes out at Union Air Terminal, testing radios, welding gas tanks, and just tinkering . . . for what? . . . 'Round-the-world?

The slim millionaire has heard reports of a fabulous German commercial test pilot smacking his 352-m.p.h. landplane speed record. Said to have been O.K.'d by the International Aero Federation—according to the eminent New York Times.

But Howard—nonchalant as ever—says: "If this is true, I'll cable my congratulations. Try for a new record? Not today!" And asked for his opinion on absolute speeds for aircraft, he touched his moustache, observing: "There aren't any!"

PROPTALK

Like that old American staple dish, "ham and—?" Because your palate's about to be appeased. Within a fortnight a syndicate of hopeful aeronauts will open a swank Wilshire Boulevard foodery yclept "Ham-and-Eggs, Inc." Included are Carl Squier (Lockheed,) Si Morehouse (TWA pilot,) E. P. Querl (Chamber of Commerce,) Jimmy James (W.A.E.) . . .

Which is a long way from flying!

Through the ebullient Mr. Bill Wagner, Ryan of San Diego protests our recent chat on mass production. Offers to emulate Ford, if somebody'd just give him the orders . . . Says their shops are already tooled and equipped for bigger, faster building as soon as demand arises . . .

Now that safety is the be-all and end-all of air line operations we'd like to know truthfully: how many flights have been cancelled by U.A.L., TWA and A.A. since November 1. Gentlemen, to the rescue! Canny cancelling, it has been universally agreed, tops even skillful piloting as an accident-preventer.

Eleventh-hour statistics hot from the griddle: Los Angeles' capital investment aeronautically surpasses $11,000,000. Backlog in major shops approaches $56,000,000. Business in 1937 beats $27,000,000. More than 12,700 workmen employed in big plants alone with an annual $16,000,000 pay roll . . .

And to the list of Southland pilots have been added seventeen more names . . . including one woman pilot with a limited-commercial rating.

"Factory Equipment and Tooling" by D. M. Carpenter, Consolidated Aircraft Corp., questioned some of the material contained in Delaubenfels' paper regarding the economy of using the drop-hammer and brought forth considerable discussion. Also the economy of the use of the hydraulic press was questioned.

The key note to Carpenter's paper was that the factory executive constantly must be on the alert to avoid letting the knowledge of mass production possibilities run away with his judgment concerning the expenditures allowable for equipment and tooling. He questioned the economy of the drop-hammer when he found that an intricate part made by the drop hammer was costing more than the part formerly cost fabricated by hand. He acknowledged that Consolidated was jobbing out their drop-hammer work and that the difference might not exist if they did the work themselves, but it was quite evident that in some cases there was a question as to the economic superiority of the drop-hammer over other methods.

Material waste was another drawback listed against the drop hammer and hydraulic press. He stated that aluminum alloy scrap was becoming quite a problem. Scrap can be sold at only about a fifth of the original cost of the sheet.

"Production Control"

Carpenter called for some ingenious inventor to design a rivet sorter, expressed great concern over the corrosion problem and stated that in some instances it is necessary to fabricate some articles in the plant instead of purchasing them outside, so as to control the supply. In connection with this last statement, Carpenter said that Consolidated is now producing all of their own rivets.

Archbold To Test Airboat With Flight To Miami

(Continued from Page 1)

ciate, is in Holland, obtaining permission for the hazardous undertaking into regions where few white men have emerged alive.

Archbold's crew for the flight to Miami will include Ray Booth, radio operator who accompanied Sir Hubert Wilkins on his unsuccessful search last August for the six lost Russian transpolar fliers; Jerry Brown, flight engineer, and Russell Rogers, co-pilot.

His navigator has not yet been selected, although Archbold is attempting to obtain the services of Capt. Harry Manning of Panama Pacific Line for this important job. Capt. Manning was navigator on Amelia Earhart's first attempt to encircle the globe, returning to the United States after their Lockheed plane was damaged in taking off from Honolulu.

"I will know definitely by Wednesday whether we shall make the Miami flight," Archbold said today. "Our route will take us either directly across the Gulf of Mexico or along its shores."

On his hop to Miami, Archbold will attempt to keep in constant communication with Barney Boyd, San Diego amateur radio operator, and disabled war veteran. Boyd, whose call letters are W6LYY, resides at 4635 56th-st. He said today that he has been in touch with the Archbold plane on test flights over the bay and north to Oceanside, since last Monday.

Frequencies on which Archbold will operate during the flight will be 3105, 6210 and 12,420 kilocycles, both in voice and code, according to Boyd.

The airline distance to Miami, 2300 miles, is about 400 miles less than that to New York City, where Archbold set down his first Consolidated-built plane June 25 in a record-breaking dash of a seaplane over land in 17 hours, 4 minutes.

Archbold sold this plane to the Russian government for use by Sir Hubert Wilkins, and returned to San Diego for delivery of his new craft, a more advanced type airboat.

PBY I used in polar search

Archbold plane sold to Russians to comb Arctic wastes for flyers

With the permission of the United States Navy, Richard Archbold sold his recently acquired Consolidated boat to Russia to be used by an expedition to search for the lost trans-polar flyers. The expedition crew consists of Air Commodore Herbert Hollick-Kenyon, well-known flyer of the Lincoln Ellsworth Antarctic Expedition; Gerald Brown, the "Guba's" regular mechanic, Raymond Booth, radio man, and Al Cheeseman, ace pilot, who joined the searching party at Port Arthur, Alaska. The expedition is headed by Sir Hubert Wilkins.

Navy opens bids

One engine contract awarded and figures on four aircraft contracts read.

The Navy opened bids on four aircraft contracts the end of October and awarded a contract for engines the first of November. Glenn L. Martin was the only bidder on Navy 500-198 for patrol-bombers. The company bid $20,000 on item 1; $53,418 on item 2; the item 3 series ranged from $188,750 on item 3a down to $131,440 on item 3n; $1,521,325 was bid on 4; and $17,500 on 5.

On another set of specifications for patrol bombers, Navy 500-199, both Consolidated and United (Sikorsky Division) offered bids. Consolidated Aircraft bid $5,000 on lot 1, item 1; $37,000 on item 2; item 3 bids ranged from $119,750 on 3a down to $92,250 on 3n; $1,113,675 was bid on 4; and $22,000 on 5. Lot 2 bids were $5,000 for item 1; $37,000 on 2; bids on 3 ranged from $107,750 on 3a to $72,250 on 3j; the bid on 4 was $1,481,562.50; and 5 was $22,000. United Aircraft's bids were: $54,598 on item 1, lot 1; $62,411 on 2; 3 ranged from $161,694 on 3a down to $117,663.04 on 3n; $1.116,586,20 was bid on 4; and $111,489 on 5. Lot 2 bids were $54,598 on 1; $62,411 on 2; 3 ranged from $161,694 on 3a down to $112,448.59 on 3j; $1,568,168.11 was bid on 4; and $161,694 on 5.

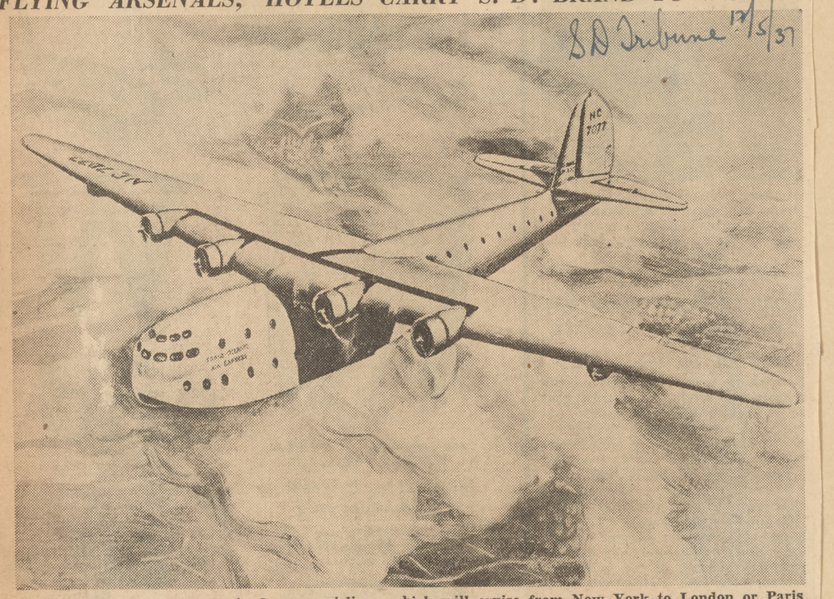
Two sets of specifications for scout-bombers were bid on. Curtiss Wright Corp. was the only bidder on Navy 500-217 with a bid of $1,690,174 on lot 1 and $2,928,276 on 2.

On Navy 500-214, Brewster Aeronautical Corp. bid $2,267,160 on lot 1 and $3,680,400 on 2. United Aircraft Corp. bid $1,897,670.70 on lot 1 and $3,425,694.60 on 2.

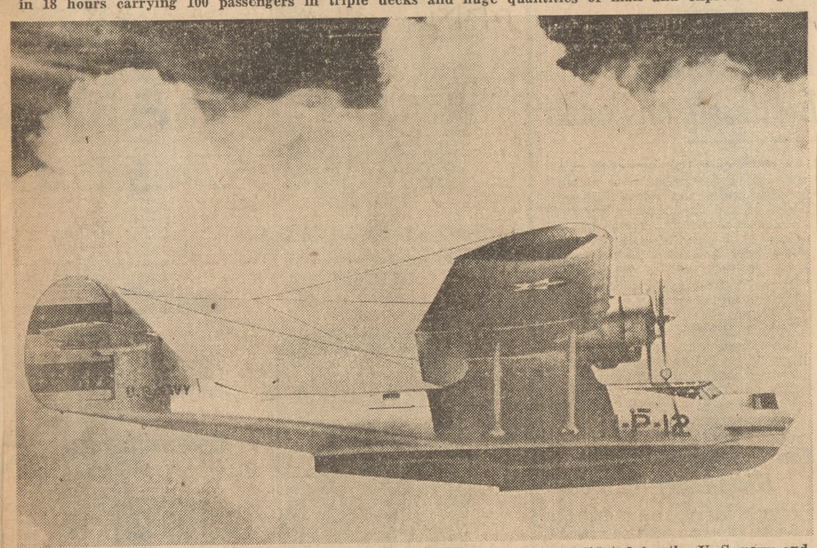
Wright Aeronautical Corp. obtained the contract for engines under their bid of $165,821 on Navy 500-188. The engine model is 1820-30.

FLYING ARSENALS, HOTELS CARRY S. D. BRAND TO WORLD

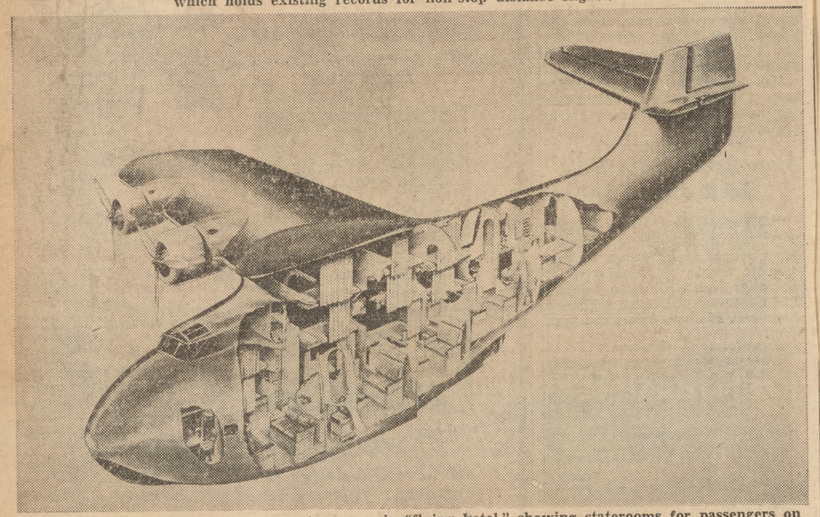
SD Tribune 12/5/37



Consolidated's huge four-engined ocean airliner which will cruise from New York to London or Paris in 18 hours carrying 100 passengers in triple decks and huge quantities of mail and express freight.



Type of multimotored long-range bomber and patrol plane built by Consolidated for the U. S. navy and which holds existing records for non-stop distance flights.



A cross-section of Consolidated's new transoceanic "flying hotel," showing staterooms for passengers on

Consair Meets Needs in New Ocean Air Liner

SD Tribune 12/5/37

Recent development and performance of long-range ocean airway liners has opened for the world of shipping and transportation a new field which Consolidated Aircraft Corp. at Lindbergh field has been pioneering for several years.

According to the U. S. maritime commission, direct competition between aircraft and ships in carrying mail and passengers on the world's trade routes is clearly indicated in the immediate future.

To meet the requirements of this new trade, Consolidated has designed an ocean airliner capable of transporting 100 passengers and a ton of mail from New York to London or Paris in 18 hours. This luxury liner of the airways will have three decks. There will be commodious sleeping apartments, a full-sized dining room, rest rooms and cocktail lounge. Its four engines of 6000 horsepower will enable this huge hotel of the air to span the Atlantic or Pacific at a speed in excess of 190 miles an hour.

Significant of the trend of the times is the announcement of the British air ministry that by the end of 1938 all first-class empire mail from Great Britain to its overseas possessions will be carried by air at the regular first class rate.

Economic Advantage

Transoceanic flying experience to date has demonstrated that the airplane has a large economic advantage of interest to all taxpayers over surface vessels. Pan-American airways announced last week that postage revenue of the government on air mail between San Francisco and Hawaii has come within 10 percent of paying back the amount expended by the government in maintaining the transoceanic airline.

Pan-American officials contend that airmail volume over the Atlantic would be even greater and that "given any reasonable chance a transatlantic airmail line should return to the government every penny that it is likely to pay for initiating and maintaining Atlantic air service. Before midsummer of 1938 such a route is expected to be in operation as a result of exhaustive flight tests carried on during the last year.

It was nearly a decade ago that Consolidated began pioneering in flying boat construction and since that period has achieved phenomenal success. The 14 Commodores, first of all the all-metal flying boats designed and built by Consolidated in 1929 and 1930 and delivered to Pan-American airways, still are in active passenger and airmail carrying service.

A year after delivery of the Commodores, Consolidated received its first large contract from the navy for long-range patrol bombers. Subsequent orders have kept the big plant busy. It is now completing a contract for 176 huge flying boats, several squadrons of which already have been delivered to air bases in Hawaii, the Canal Zone and Puget Sound, achieving new world records for distance and duration.

Flew Across U. S.

Another achievement was the flight of Richard Archbold in a Consolidated plane from San Diego across the continent to New York on June 24, the first time in aviation history a seaplane had essayed such a trip. Archbold made the flight in 17 hours. Designed for special air exploration in New Guinea the plane subsequently was turned over to Sir Hubert Wilkins, who used it in searching for the missing Russian transpolar fliers.

Consolidated has completed a new seaplane for Archbold and the American Museum of Natural History. This ship is expected to leave San Diego for New Guinea soon after Jan. 1.

"The wonderful cooperation of the navy bureau of aeronautics has been instrumental in enabling Consolidated to produce the finest flying boats owned by any nation," asserted Maj. Reuben H. Fleet, president of the Lindbergh field aircraft manufacturing plant. "Taking into consideration flying boats now on order and already constructed, Consolidated will have produced more than three times as many airboats as any other American manufacturer."

While Consolidated is bending every effort to keep in the vanguard of airboat construction, other American aircraft manufacturers have had the initiative and vision of adding new laurels to the history of aviation by building huge flying boats. Glenn L. Martin, who sold the government his first army plane at North Island, nearly a quarter of a century ago, has just launched a 32-ton airboat for the Soviet Union. Boeing is rushing to completion two 43-ton 72-passenger air liners and Igor Sikorsky is planning the immediate construction of a 100,-ton airboat.

Huge Liners Hit

Already there is a close relationship and community of interest between shipping concerns and airline operators. The Grace line is half owner of Pan-American airways. The Matson line owns a large share of the Inter-island Airways in Hawaii. The Hamburg-American line and the German Zeppelin Co. are associated Air France and the Compagnie Generale Transatlantique have formed a new combination. In the U. S. the most recent developments are the announced plans of the United States and American Export lines to add airliners to their surface fleets.

In stressing the fallacy of building huge liners like the Queen Mary and the Normandie, the U. S. Maritime commission said:

"Thirty years have elapsed since the liner Mauretania established an Atlantic record of 5 days and 2 hours. The Normandie succeeded in lowering that time by only 24 hours. Even if the horsepower of the Normandie were doubled—at a prohibitive cost—the time of crossing would only be reduced by 11 hours. Yet flying liners, in their present stage of development, promise a non-stop trip to Europe in 20 hours, while dirigibles repeatedly have made the crossing in 40 hours. The non-stop range of the huge airboats now being designed will change the potentialities of ocean air travel as weather hazards and delays will be reduced to a minimum. Shipping companies who do not make use of this new vessel on their trade routes will indeed be shortsighted."

ARCHBOLD LANDS PLANE AFTER 14 HOURS TO MIAMI

SD Tribune 12/6/37

Setting down his San Diego-built flying boat at Miami 14 hours and 10 minutes after leaving here, Richard Archbold, museum research associate, yesterday completed the first major test flight of his new 14-ton "skyway laboratory," The Associated Press reported.

Archbold and seven companions left here Friday afternoon at 2:35. His plane, the Guba ("Sudden Storm"), built by the Consolidated Aircraft Corp., is similar in design to the first flying boat of that name which he flew from here to New York last June in 17 hours and 3 minutes.

The flier plans a hop to New Guinea within a few months in connection with his work for the American Museum of Natural History. His plane, which left San Diego on the Miami flight with 1750 gallons of gasoline, had 700 gallons on arrival in Florida.

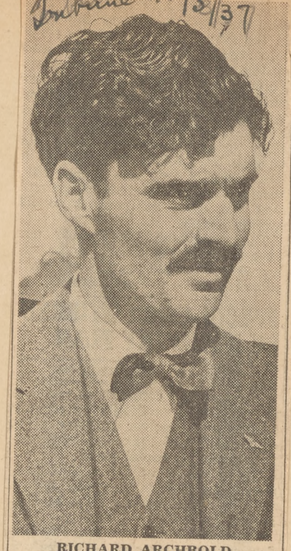
Archbold said the trip was a "shakedown" cruise in preparation for the flight to New Guinea. He will return here this week.

Constant radio reports were received from the plane by Bernard Boyd, 4635 Fifty-sixth st., radio experimenter and operator of amateur station 6LYY.

The flight throughout was reported "without incident." Throughout the afternoon and early evening Boyd maintained contact with the big ship, receiving its messages by voice transmission, and transmitting messages in code.

'Happy Landing'

SD Tribune 12/3/37



RICHARD ARCHBOLD

Richard Archbold, spanning the continent for the second time in less than six months in a Consolidated Aircraft Corp.-built flying boat, brought his 14-ton "skyway laboratory" to a safe landing at Miami, Fla., today after a non-stop flight from San Diego of 14 hours, 10 minutes, the Associated Press reports. The 30-year-old research associate of the American Museum of Natural History, who plans to fly his craft from California to New Guinea within a few months, left San Diego at 2:35 p.m. yesterday, accompanied by seven companions.

Archbold's plane, the Guba ("Sudden Storm"), is similar in design to the first flying boat of that name which he flew from here to New York last June in 17 hours, 3 minutes. The craft, leaving San Diego with 1750 gallons of gasoline, still had 700 gallons in its tanks when it arrived at Miami.

Radio Man Gives Aid

Constant radio reports were received from the plane by Bernard Boyd, 4635 Fifty-sixth st., radio experimenter and operator of amateur station 6LYY. Boyd, described by an official of Consolidated as hav-

(Continued on Next Page, Col. 2)

Archbold To Hop Today On Flight to Miami

SD Tribune 12/3/37

His second transcontinental flight in a flying boat this year will be started by Richard Archbold, research associate, American Museum of Natural History, this afternoon. Going to Miami on a 2250-mile flight, which he hopes to make in 14 hours, Archbold, who flew from here to New York in June, plans to leave San Diego at 2:30 p.m.

His plane, NC-777, the same as his first flying boat, is named "Guba," ("Sudden Storm"), the same as his first Consolidated Aircraft Corp. built craft, which Sir Hubert Wilkins later flew in a north pole search for the missing Russian trans-polar fliers.

The plane, literally a flying archaeological laboratory, is 104 feet in length, 68-foot wingspread and is equipped with two 1000-horsepower Pratt-Whitney motors. It is capable of more than 4000 miles of sustained flight without refueling.

The plane will follow the southern air route pioneered more than two decades ago by Maj. Theodore Macaulay, who still holds the speed record for a westbound flight from the Atlantic to the Pacific. The record, made in 1919, was 19 hours and 10 minutes.

Carrying Letters

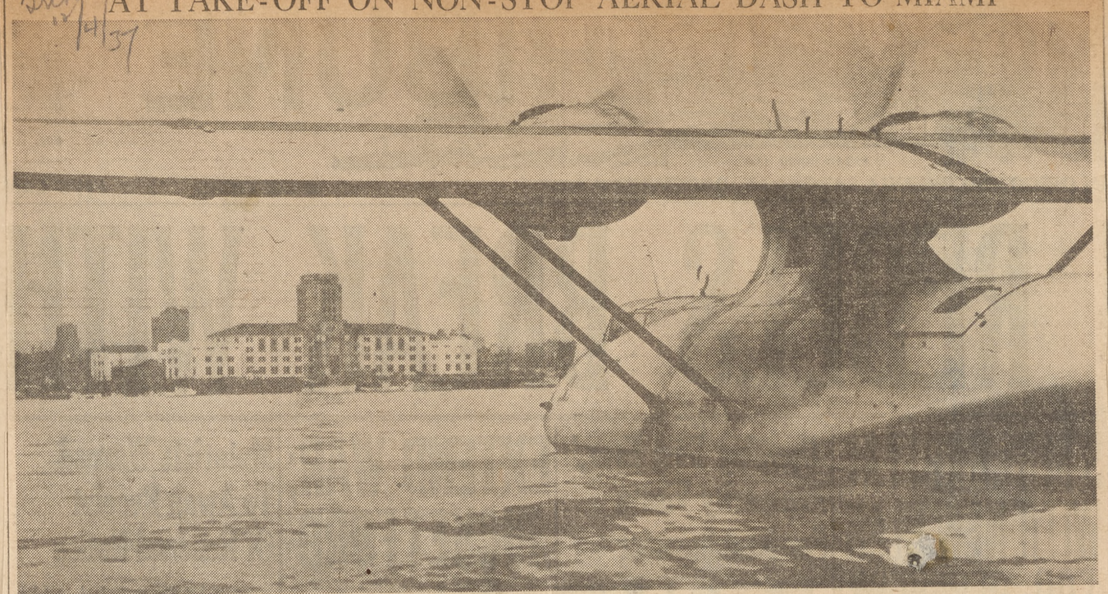
Archbold announced he will make a series of flights along the Florida coast during the next week. He will return to San Diego with the plane about Dec. 12 and will leave here for the flight to New Guinea via Hawaii and Guam early in March.

Archbold will carry letters from Mayor Percy Benbough and President Charles Cotant of the local chamber of commerce to the mayor and president of the Miami civic organization.

He will be accompanied by Russell Rogers, pilot; Gerald Brown, engineer; Raymond Booth, radio operator; William Wheatley, test pilot for Consolidated; Irwin McWilliams, engineering inspector of the federal bureau of air commerce, and Frank Learman, director of public relations for Consolidated.

Bernard Boyd, San Diego radio amateur, will be in communication with Archbold's plane during the flight, it was reported. Boyd operates station 6LYY at 4635 Fifty-sixth st.

AT TAKE-OFF ON NON-STOP AERIAL DASH TO MIAMI



Its wing framing San Diego's new Civic Center, the Guba ("Sudden Storm"), 14-ton flying boat built at Consolidated Aircraft Corp. for Richard Archbold, air explorer, is shown here on its take-off from San Diego bay yesterday afternoon, bound for Miami, Fla. The plane made the flight in 14 hours 10 minutes.

STORM DEFIED AS ARCHBOLD OFF TO CUBA

MIAMI, Dec. 6 (A.P.)—Heavy weather caused postponement until tomorrow of an air cruise to Havana planned today by a score of pilots as an aftermath of the all-American air maneuvers. Jacqueline Cochran, who established a New York-Miami speed record of 4 hours, 12½ minutes, last week, also delayed an attempt to seek new marks for 100, 50 and 25-mile closed courses. Richard Archbold, of New York, took off for Havana in the 14-ton flying boat he flew here non-stop from San Diego, but the other entrants in the cruise waited for the weather to clear. Miami's annual air show, marked by the fatal crashes of Rudy Kling and Frank Haines, closed yesterday with S. J. Wittman, of Oshkosh, Wis., winning the Glenn H. Curtiss trophy races. Wittman won easily at about 213 miles an hour. Harry Hammell, of Austin, Tex., finished second, and Bob Davis, of Bloomington, Ill., third.

The flight throughout was reported "without incident." Throughout the afternoon and early evening Boyd maintained contact with the big ship, receiving its messages by voice transmission, and transmitting messages in code.

Wives Get Messages

Special messages were transmitted to wives of crew members and it appeared to Boyd that the members of the crew were experiencing no difficulties, though they complained in several messages of the cold. Flight altitude of from 9000 to 13,000 feet was maintained, the latter reported at midnight.

The route of the big ship took it over El Centro to Yuma, across New Mexico to Austin, Tex., south of New Orleans and south of Tampa into Miami. The plane's arrival in Miami will be a feature of ceremonies attending the 10th annual All-American air maneuvers. After flights along the Florida coast, Archbold will return here in about a week.

Crew on Plane Listed

Aboard the airship were Russell Rogers, co-pilot; Gerald Brown, engineer; Raymond Booth, radio operator; William Wheatley, test pilot; Irwin McWilliams, engineering inspector for the bureau of air commerce; and Frank Learman jr., assistant to the manager at Consolidated aircraft.

The first Guba subsequently was sold to the Russian government for use by Sir Hubert Wilkins in an Arctic search for six missing Russion fliers.

S. D. AIRBOAT HOPS TODAY FOR FLORIDA

Richard Archbold, Crew Of Seven, Taking Off On Trial Flight

Richard Archbold, the American Museum of Natural History's nonchalant young aviator-explorer, today attempts to link the west and east coasts by non-stop seaplane flight for the second time in history.

Hops At 2:30 p. m.

The 30-year-old flier, accompanied by a crew of four and three passengers, will take off from San Diego bay at 2:30 p. m. today in a Consolidated-built replica of the Navy's newest patrol bombers, bound for Miami, Fla.

The cross-country hop will test the stamina of Archbold's plane for his contemplated trans-Pacific flight early in 1938 to Dutch New Guinea, where he will lead an American Museum of Natural History expedition.

Packs Poundage

The airboat will carry approximately 27,000 pounds, including 1750 gallons of gasoline.

Accompanying Archbold will be Russell Rogers, co-pilot; Gerald Brown and William Sanderson, mechanics; Raymond Booth, radio operator; William Wheatley, chief test pilot for Consolidated; Irwin K. McWilliams, Bureau of Air Commerce inspector; and Frank Learman Jr., assistant to the president at Consolidated.

"We expect to land in Miami in time for breakfast tomorrow," Archbold said today. "It should take us no more than about 15 hours for the 2300-mile flight."

June Hop Recalled

On his first transcontinental flight in a Consolidated seaplane last June, Archbold flew from San Diego to New York in 17 hours, 4 minutes. This plane later was sold to the Russian government for use by Sir Hubert Wilkins in searching for the missing Soviet transpolar aviators, and Archbold returned to San Diego for delivery on a more advanced type airboat.

The flight route to Miami will pass over the following points, according to Archbold:

Flight Route

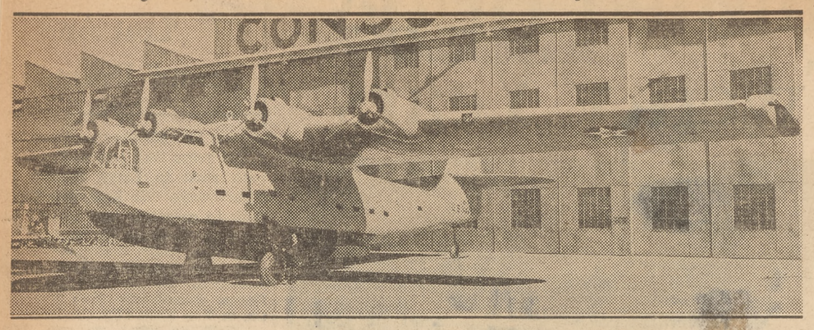
Yuma, north of Tucson, Lordsburg, N. M., north of Deming, N. M., north of Guadalupe Pass, Tex., south of Wink, Tex., north of Austin, Tex., south of New Orleans, south of Tampa, and into Miami.

The plane's arrival in Miami will be a feature of the 10th annual All-American Air Maneuvers. After a week of short flights along the Florida coast, Archbold and his passengers will return to San Diego.

Hopping Continent—Habit With Archbold

Richard Archbold, inset, was to take off from San Diego on a non-stop 2300-mile flight to Miami, Fla., at 2:30 p. m. today in the Consolidated airboat shown at top. Accompanying him were to be, left to right, above, Russell Rogers, co-pilot, Raymond Booth, radio operator, William Wheatley, Consolidated chief test pilot, and Gerald Brown, mechanic.

Navy's New Air Giant Ready For Test



The Navy's new four-motored "air battleship," built by Consolidated.

CONSAIR DRAWS VEIL FROM NEW AIR BATTLESHIP

4-Motored Bomber, Secretly Built, Has 5000-Mile Cruising Radius; Called Navy's Most Powerful Unit

A veritable battleship of the air was brought out from behind locked gates at the Consolidated Aircraft Corp. this morning.

Under secret construction for many months in the plant's experimental shop, where only Consolidated's most trusted employes were allowed to enter, the plane, a four-motored patrol bomber capable of spanning a distance of at least 5000 miles without stopping, was revealed by the Navy to be its latest and most powerful unit of national defense by air.

Data Kept Secret

Still restricted by Navy officials were performance data and dimensions of the huge craft.

Known in service nomenclature as the XPB2Y-1, the bomber will be powered with four Pratt & Whitney engines of 1050 horsepower each, mounted on a full cantilever type wing. Construc-

Picture on Page 3

tion is all-metal, and in order that the airboat may operate for an extended period thousands of miles away from its normal base, the hull has been protected from corrosion by latest approved finishes.

Tests on the air leviathan will be conducted late this month or early in January by a Navy trial board, it was announced at the plant today. The Consolidated four-motored airboat will compete with a similar plane completed by the Sikorsky Aircraft Co. for a Navy contract, it was reported.

Navy officials pointed out that, although they must withhold details on performance and dimensions, they are certain the plane's speed will be exceptionally high for such a heavy craft, while its ceiling and cruising range will be "remarkable."

Heavily Armed

The airboat will be the most heavily armed of any plane in the Navy's service, it was reliably learned. Machine gunners will be able to ward off attacks by enemy planes from all sides of the craft, while the bomber lays its "eggs" on opposing fleets far out at sea.

A special navigation turret aft of the wing will enable the navigator to have a completely unobstructed view of the sky for celestial observation.

A "tremendous load" of bombs will be carried by the air battleship, according to the official Navy announcement, which said:

"All facilities for extended flight and comfort of personnel are provided. These include commodious sleeping quarters, living quarters, galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a well equipped workshop complete with all appurtenances."

Wing Tip Floats

Retractable wing tip floats have been installed and, in flight, will be drawn up to form the tip of the wing, as in the PBY-type planes now under construction at Consolidated.

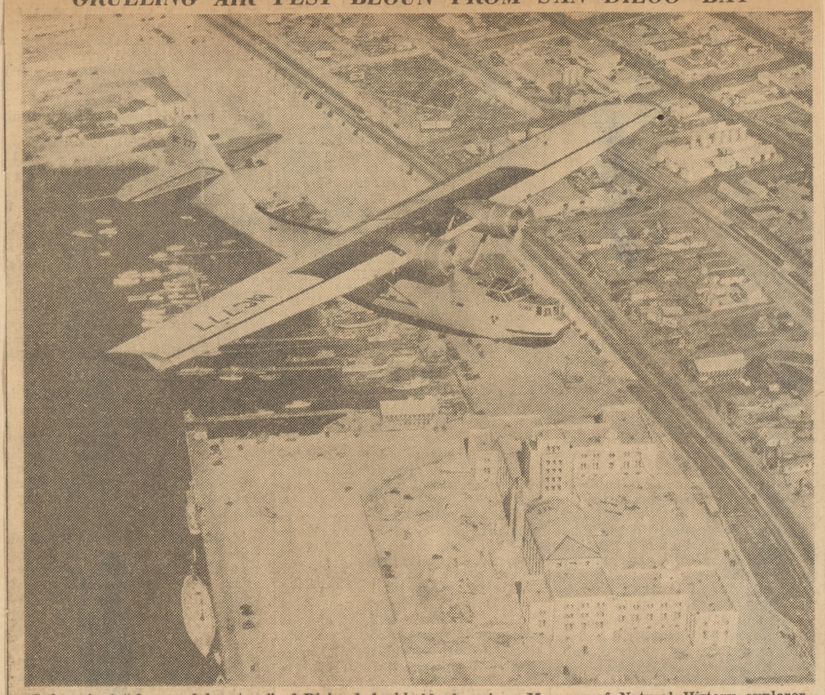
The floats are let down, at the time of landing, to provide the necessary flotation for the wing tips, as well as a braking effect for slow landing.

'Marks New Era'

A complete telephone system is installed within the boat whereby any member of the crew may contact any other member.

"Consolidated's four-motored airboat marks a new era in the national defense program of the United States," the Navy announcement released at the plant today said.

GRUELING AIR TEST BEGUN FROM SAN DIEGO BAY



Guba, giant "skyway laboratory" of Richard Archbold, American Museum of Natural History explorer, circled over Lindbergh field yesterday afternoon and headed eastward for a non-stop shakedown flight to Miami, Fla. The huge plane was photographed in the air over the new civic center building.

SKY LABORATORY IN CROSS COUNTRY TEST TO MIAMI

Archbold's 'Guba' Reported O. K. at Midnight Over Texas; Left S. D. at 2:35.

Somewhere over Texas, Richard Archbold's "skyway laboratory," the giant airship Guba which will be used for New Guinea exploration early next year, was winging smoothly along at midnight last night bound for Miami, Fla., on a 2300-mile non-stop shakedown flight.

Constant reports to Bernard Boyd, radio experimentor at 4635 Forty-sixth st., indicated that everything "was under control" and that the explorer-pilot expected to land at Miami about 6:30 P. S. T. this morning, exactly on the predicted schedule of 15 hours flying time. At the midnight report, Archbold's radio operator was unable to give the exact location of the ship but it was assumed that it was well across Texas

The cross-country flight will put the big ship to exacting tests under conditions expected to be similar to those to be encountered when Archbold takes off from here on his exploration trip next year.

Carrying 27,000 pounds, including 1750 gallons of gasoline, Archbold took the Guba, named for the New Guinea word for sudden

The pilot's mother and the builder's mother inspected the flying boat in which Richard Archbold was en route to Miami last night. Left to right, Mrs. John F. Archbold and Richard Archbold, the explorer pilot; and Maj. R. H. Fleet and Mrs. David W. Fleet. Maj. Fleet is president of Consolidated Aircraft Corp.

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NAAR wij vernemen en o... directie der N.V. Ned. Vliegtuigen-fabriek „Fokker" wordt bevestigd, is de Consolidated Aircraft Corporation of California, die reeds 200 harer vliegbooten aan de Amerikaansche marine leverde, thans voornemens om afzet voor deze vliegtuigen in Europa te zoeken en den verkoop hiervan actief ter hand te nemen. Tot dat doel is de Fokker-maatschappij te Amsterdam, die reeds als Europeesch agent voor de Douglas-vliegtuigen optreedt, tot generaal-vertegenwoordiger in Europa aangesteld. De Fokkerfabriek heeft de verkoop- en sucessierechten verkregen.

De betreffende vliegbooten, die bekend staan als de P. B. Y. kunnen zoowel voor commercieele als militaire doeleinden worden aangewend. Zij kunnen een maximum-snelheid ontwikkelen van bijna 300 K.M. per uur en zijn door de zeer groote benzine-laadcapaciteit in

NAVAL PLANES HOP TOMORROW

Navigator Flouts Recently Broken Leg For Trip

SD Sun 1/7/37

Publicly proclaimed merely a "routine transfer" of equipment, 14 huge Navy patrol planes are scheduled to take off from the bay at 10 a. m. tomorrow for a 3057-mile non-stop flight to the Panama Canal Zone.

And originally scheduled to be left behind was Lieut. (jg) B. V. Clark, navigation officer. His leg was still in a cast. He had broken it three weeks ago in tripping over a railroad track at the Air Station.

A routine flight? Well, Lieut. Clark didn't think so—privately. He protested vigorously at being left behind on the Navy's greatest mass flight. Days of argument were climaxed yesterday when Navy physicians finally consented to remove the cast on his leg so Lieut. Clark could make the flight as navigation officer.

It will be his duty to guide the squadron unerringly down the Mexican and Central American coast, and across the Nicaraguan jungle to the Coco Solo air base.

North Island was a busy scene today, as the 98 officers and enlisted men prepared for the long flight. Pistols and ammunition were being inspected by officers.

"Never know when we might have to use 'em," one explains. "They'd come in mighty handy if any of us are forced down in those Central American jungles."

Machetes, it is further explained, are standard equipment of airplanes operating out of the Canal Zone. An aviator trapped in jungle country has only this hope of fighting his way to open country and civilization.

Most Young Men

The majority of the flight personnel consists of men in their 20's or early 30's. Among the pilots are eight aviation cadets who will have positions of responsibility in the piloting of Uncle Sam's most expensive flying equipment.

Navigation problems on the flight to the Canal Zone are many and varied. Vicious tropical rain squalls may cause the entire squadron to zig-zag off its predetermined route. Visibility on the first mass flight to the Canal Zone was so poor in spots that celestial navigation became impossible.

Information Scarce

There have been three such flights this year—two to Hawaii and one to the Canal Zone. The commanding officer of each squadron has been a tight-lipped person, who goes to any extreme necessary to stay out of the spotlight, and Lieut. Comdr. Bradford E. Grow, leader of tomorrow's flight, is no exception.

He has little to say about the undertaking. He won't even hazard a statement as to the number of miles the squadron expects to fly. He's just making the flight; others have to supply the information.

PATROL SQUADRON 2 FLIGHT CREWS

2-P-1

Grow, B. E., Lt. Comdr.; Hawes, L. W., Av. Cadet; Green, J. W., ACMM; Boyle, J., CRM; Stinson, B. A., ACMM; Neidlinger, U. S., Jr., AMM3cl; Scholl, L. W., Sea.2cl.

2-P-2

Morris, L. A., Lt.; Hurley, J. E. AMM 1cl; Commons, N. A., AMM1cl; Bledsoe, K. P., RM2cl; Moorehead, E. L., AMM1cl; Raley, P. H., AMM3cl; Blesh, P. K., Av. Cadet.

2-P-3

Clark, B. V., Lt. (jg); Eastman, O. J., Av. Cadet; Hood, R. A., RM2cl; Turcotte, J. A. O., AMM2cl; Whittemore, D. L., Sea2cl; Spain, N., AMM1cl; Dotson, D. D., AMM2cl.

2-P-4

Thompson, A. B., Lt.; Kincheloe, H. M., Av. Cadet; Loewer, L., ACMM; Strack, F., RM1cl; Hohner, M. M., ACMM; Scarborough, J. A., AMM2cl; Van der Creek, G. M., AMM1cl.

1-P-5

Shanahan, E. K., Lt.; Clampitt, C. W., AMM1cl; Gierisch, J. K., AMM2cl; Childress, G. K. RM3cl; Zarinelli, P., AMM1cl; Chartrand, L. J., AMM2cl; Willard, R. A., ACMM.

2-P-6

Wilson, A. H., Lt (jg); Swaim, F. L., RM2cl; Masden, W. B., AMM2cl; Fread, H. F., Sea2cl; Harrison, O. C., AMM2cl; Milot, R. A., AMM2cl; Farris, R. H., Y3cl.

2-P-7

MacMahan, D. S., Lt.; Meili, W. L., Av. Cadet; Ware, L. R., ACMM; Augster, R. J., CRM; Hill, J. W., ACMM; Brame, L. L., AMM3cl; Oliver, D. D., Sea2cl.

2-P-8

Southerland, L. B., Lt.; McEwen, T. H., AMM1cl; Morelock, J. P. B., AMM2cl; Bronn, T. A., RM2cl; Relaford, H. K., AMM1cl; Bower, J. A., AMM3cl; Harrison, A. E., ACMM.

2-P-9

Van Every, S. A., Lt. (jg); Flynn, L. A., ACMM; Blackman, J. W., AOM2cl; Titland, R. J., RM3cl; McDowell, M. H., AMM1cl; Redden, W. A., AMM2cl; Asserson, W. C., Lt.

2-P-10

Sullivan, D. J., Lt.; Finley, O. A., Av. Cadet; Watts, F. D., ACOM; Harris, W. A., RM1cl; Nusshart, W. F., ACMM; Kinney, C. E., AMM3cl; Goley, T. P., ACOM.

2-P-11

Westhofen, C. L., Lt (jg); Ballauf, C., AMM1cl; Vandagriff, M. T., AMM2cl; Nichols, R. M., RM2cl; Taylor, R. H., AMM1cl; Wright, C., AMM3cl; Smith, J. M., AMM2cl.

2-P-12

Vredenburgh, J. B., Lt. (jg); Hutchins, F. D., Av. Cadet; Bowen, W. E., AMM2cl; Smith, H. L., RM3cl; Livengood, R. B., AMM1cl; Storkson, J. A., AMM3cl; Blomberg, B. B., AMM3cl.

PATROL SQUADRON 2 FLIGHT DETAIL

No. 5

Saunders, W. V., Lt.; Kohler, P. E., Av. Cadet; Brown, C. W., Av Cadet; Trager, B. L., RM1cl; Warrendorf, W. J., RM2cl; Wood, L., AMM1cl; Brewer, W. P., AMM 3cl.

No. 6

Dufek, C. J., Lt.; Whitmore, O. B., Av. Cadet; Hughes, L. L., ACMM; Nobbs, H S., RM1cl; Treadway, C., AMM1cl; Gail, C. M., AMM2cl; Dickeson, R. E., Sea2cl.

'Air Battleship' in Debut At Consolidated Plant

SD Tribune 1/7/37

An "air battleship," powered by four motors and provided with complete and powerful armament, made its appearance at the Consolidated Aircraft Corp. plant here today. The giant flying boat, largest ever manufactured by the plant, was wheeled out for official photos, with indications that its first flight might be made shortly after Jan. 1.

Under construction at the plant for several months, the United State's navy's latest answer to the policy of national defense, carries the designation of XPB2Y-1. Report at the plant was to the effect that performance data of the new leviathan of the air "has been withheld, but it is sufficient to say the speed of the craft is exceptionally high, while ceiling and range are most remarkable." Test flights are to be carried on in the vicinity of San Diego.

Powered by Four Engines

Its lines so graceful as to belie its mammoth proportions, the "air battleship" is a four-engined, all-metal monoplane, with a wing of the full cantilever type, mounting four Pratt & Whitney engines of 1050 horsepower each. One of the features, described as being of an extremely valuable nature, is the provision of a special navigation turret aft of the wing, for use by the navigator. Completely outfitted with instruments, the turret provides an unobstructed view of the sky for celestial observation.

"Armament details are withheld in accordance with navy policy," it was reported at the plant. "However, complete and powerful protection is provided in all directions, rendering the plane practically invulnerable. A tremendous load of bombs may also be carried." Further information on the craft was released, as follows:

"In order that this patrol bomber may be entirely independent of any base for an extended period of time, the hull has been protected from corrosion by latest approved finishes. Beaching gear is installed, which may be removed and stored in special racks within the hull structure.

"All facilities for extended flight and comfort of personnel are provided. These include commodious sleeping quarters, living quarters; galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing and even a well-equipped workshop, with all appurtenances.

Wing Floats Retractable

"For safety in the air and on the water, many novel adjuncts have been provided. All necessary navigation and engine instruments are conveniently placed and there is, of course, a complete radio installation.

"Another novel feature is the installation of retractable wing tip floats, which, in flight, are drawn up to form the tip of the wing, thus increasing the performance of the patrol bomber materially, while at the time of landing they are let down and form, in addition to necessary flotation for the wing tips, an additional braking effect for slow landing.

"A complete telephone system is installed within the boat whereby any member of the crew may contact any other member. A 110-volt alternating current electrical system is also provided, powered by auxiliary power plant motors.

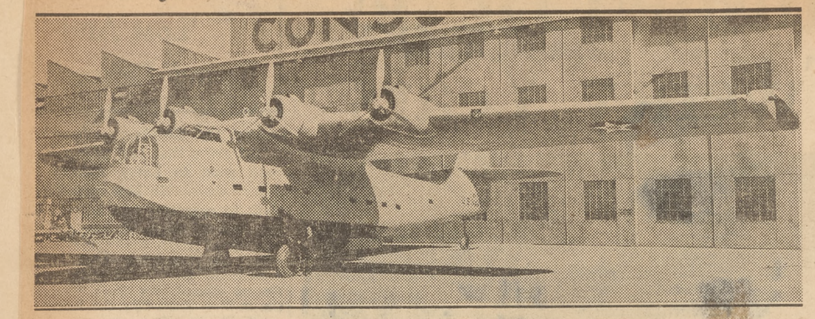
"After acceptance by the navy department the 'air battleship' will be flown to one of the United States naval air stations, where exhaustive tests will be conducted. Consolidated Aircraft Corp. and others who have seen the ship believe that its premiere marks a new era in the national defense program of the United States."

Ready For Take-Off—'Coco Solo Or Bust'

Above is shown the crew of Patrol Squadron Two, scheduled to take off from San Diego at 10 a. m. tomorrow in 14 planes for the Canal Zone. Commanded by Lieut Comdr. Bradford E. Grow, inset above, 20 officers who will pilot the big Consolidated patrol bombers are shown beside the squadron's "flagship." Left to right, front row, Lieut. (jg) Salem Van Every, and Aviation Cadets Lauren Hawes, Charles Eastman, Paul E. Kohler, Walter L. Maili, H. M. Kincheloe, Otto Finley, P. K. Blesh, and Roger Hutchins; rear, Lieut. (jg) A. J. Wilson, Lieut. (jg) Charles L. Westhofen, Lieuts. W. C. Asserson, G. J. Dufek, D. S. MacMahan, executive officer; Lieut. Comdr. B. E. Grow, commanding officer; A. B. Thompson, flight officer; D. J. Sullivan, L. A. Morris, L. B. Southerland, and Lieut. (jg) J. B. Vredenburgh. Lieut. (jg) B. V. Clark, navigation officer, at right, yesterday persuaded physicians to remove the cast placed on his leg when it was broken three weeks ago, so he could make the flight.

☼ ☼ ☼

Navy's New Air Giant Ready For Test



The Navy's new four-motored "air battleship," built by Consolidated.

CONSAIR DRAWS VEIL FROM NEW AIR BATTLESHIP

4-Motored Bomber, Secretly Built, Has 5000-Mile Cruising Radius; Called Navy's Most Powerful Unit

A veritable battleship of the air was brought out from behind locked gates at the Consolidated Aircraft Corp. this morning.

Under secret construction for many months in the plant's experimental shop, where only Consolidated's most trusted employes were allowed to enter, the plane, a four-motored patrol bomber capable of spanning a distance of at least 5000 miles without stopping, was revealed by the Navy to be its latest and most powerful unit of national defense by air.

Data Kept Secret

Still restricted by Navy officials were performance data and dimensions of the huge craft.

Known in service nomenclature as the XPB2Y-1, the bomber will be powered with four Pratt & Whitney engines of 1050 horsepower each, mounted on a full cantilever type wing. Construc-

Picture on Page 3

tion is all-metal, and in order that the airboat may operate for an extended period thousands of miles away from its normal base, the hull has been protected from corrosion by latest approved finishes.

Tests on the air leviathan will be conducted late this month or early in January by a Navy trial board, it was announced at the plant today. The Consolidated four-motored airboat will compete with a similar plane completed by the Sikorsky Aircraft Co. for a Navy contract, it was reported.

Navy officials pointed out that, although they must withhold details on performance and dimensions, they are certain the plane's speed will be exceptionally high for such a heavy craft, while its ceiling and cruising range will be "remarkable."

Heavily Armed

The airboat will be the most heavily armed of any plane in the Navy's service, it was reliably learned. Machine gunners will be able to ward off attacks by enemy planes from all sides of the craft, while the bomber lays its "eggs" on opposing fleets far out at sea.

A special navigation turret aft of the wing will enable the navigator to have a completely unobstructed view of the sky for celestial observation.

A "tremendous load" of bombs will be carried by the air battleship, according to the official Navy announcement, which said:

"All facilities for extended flight and comfort of personnel are provided. These include commodious sleeping quarters, living quarters, galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a well equipped workshop complete with all appurtenances."

Wing Tip Floats

Retractable wing tip floats have been installed and, in flight, will be drawn up to form the tip of the wing, as in the PBY-type planes now under construction at Consolidated.

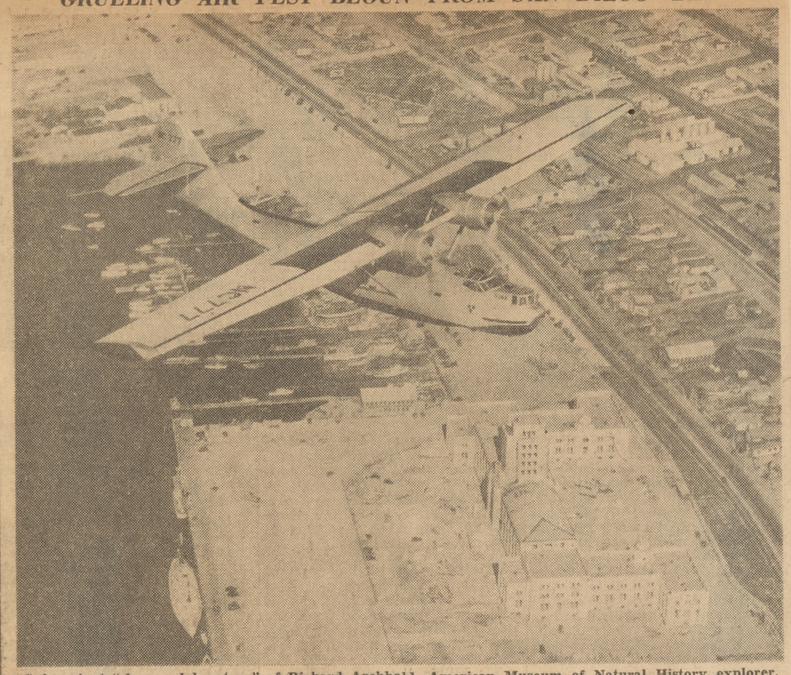
The floats are let down, at the time of landing, to provide the necessary flotation for the wing tips, as well as a braking effect for slow landing.

'Marks New Era'

A complete telephone system is installed within the boat whereby any member of the crew may contact any other member.

"Consolidated's four-motored airboat marks a new era in the national defense program of the United States," the Navy announcement released at the plant today said.

GRUELING AIR TEST BEGUN FROM SAN DIEGO BAY



Guba, giant "skyway laboratory" of Richard Archbold, American Museum of Natural History explorer, circled over Lindbergh field yesterday afternoon and headed eastward for a non-stop shakedown flight to Miami, Fla. The huge plane was photographed in the air over the new civic center building.

SKY LABORATORY IN CROSS COUNTRY TEST TO MIAMI

Archbold's 'Guba' Reported O. K. at Midnight Over Texas; Left S. D. at 2:35.

Somewhere over Texas, Richard Archbold's "skyway laboratory," the giant airship Guba which will be used for New Guinea exploration early next year, was winging smoothly along at midnight last night bound for Miami, Fla., on a 2300-mile non-stop shakedown flight.

Constant reports to Bernard Boyd, radio experimentor at 4635 Forty-sixth st., indicated that everything "was under control" and that the explorer-pilot expected to land at Miami about 6:30 P. S. T. this morning, exactly on the predicted schedule of 35 hours flying time. At the midnight report, Archbold's radio operator was unable to give the exact location of the ship but it was assumed that it was well across Texas

The cross-country flight will put the big ship to exacting tests under conditions expected to be similar to those to be encountered when Archbold takes off from here on his exploration trip next year.

Carrying 27,000 pounds, including 1750 gallons of gasoline, Archbold took the Guba, named for the New Guinea word for sudden

The pilot's mother and the builder's mother inspected the flying boat in which Richard Archbold was en route to Miami last night. Left to right, Mrs. John F. Archbold and Richard Archbold, the explorer pilot; and Maj. R. H. Fleet and Mrs. David W. Fleet. Maj. Fleet is president of Consolidated Aircraft Corp.

629.135.2 Consolidated
20 DEC 19
BUREAU VOOR PERSINLICHTINGEN
KRANTENKNIPSELDIENSTEN -:
Persbureau Vaz Dias N.V. te Amsterdam
en het
Bureau „De Residentie" te 's Gravenhage
AMSTERDAM-C., TELEFOON 45832, 48595 en 34180
De Telegraaf Av.-blad

Fokker-fabriek agent voor vliegbooten.

Licensie-rechten der Cons. Aircraft.

NAAR wij vernemen en ons ook door de directie der N.V. Ned. Vliegtuigenfabriek „Fokker" wordt bevestigd, is de Consolidated Aircraft Corporation of California, die reeds 200 harer vliegbooten aan de Amerikaansche marine leverde, thans voornemens om afzet voor deze vliegtuigen in Europa te zoeken en den verkoop hiervan actief ter hand te nemen. Tot dat doel is de Fokker-maatschappij te Amsterdam, die reeds als Europeesch agent voor de Douglas-vliegtuigen optreedt, tot generaal-vertegenwoordiger in Europa aangesteld. De Fokkerfabriek heeft de verkoop- en sucessierechten verkregen.

De betreffende vliegbooten, die bekend staan als de P. B. Y. kunnen zoowel voor commercieele als militaire doeleinden worden aangewend. Zij kunnen een maximum-snelheid ontwikkelen van bijna 300 K.M. per uur en zijn door de zeer groote benzine-laadcapaciteit in staat om 34 uur aan één stuk door te vliegen. Onlangs nog voerde een eskader van veertien dezer vliegbooten in 22 uur een nonstop-vlucht uit van 4.900 K.M. van San Diego naar Cristobal in Panama.

De directie der Fokker-fabriek deelde ons in dit verband nog mede, dat een en ander op de ontwikkeling van de Fokkervliegtuigen naar eigen ontwerp, van geen invloed zal zijn.

NAVAL PLANES HOP TOMORROW

Navigator Flouts Recently Broken Leg For Trip

SD Sun 1/7/37

Publicly proclaimed merely a "routine transfer" of equipment, 14 huge Navy patrol planes are scheduled to take off from the bay at 10 a. m. tomorrow for a 3057-mile non-stop flight to the Panama Canal Zone.

And originally scheduled to be left behind was Lieut. (jg) B. V. Clark, navigation officer. His leg was still in a cast. He had broken it three weeks ago in tripping over a railroad track at the Air Station.

A routine flight? Well, Lieut. Clark didn't think so—privately. He protested vigorously at being left behind on the Navy's greatest mass flight. Days of argument were climaxed yesterday when Navy physicians finally consented to remove the cast on his leg so Lieut. Clark could make the flight as navigation officer.

It will be his duty to guide the squadron unerringly down the Mexican and Central American coast, and across the Nicaraguan jungle to the Coco Solo air base.

North Island was a busy scene today, as the 98 officers and enlisted men prepared for the long flight. Pistols and ammunition were being inspected by officers.

"Never know when we might have to use 'em," one explains. "They'd come in mighty handy if any of us are forced down in those Central American jungles."

Machetes, it is further explained, are standard equipment of airplanes operating out of the Canal Zone. An aviator trapped in jungle country has only this hope of fighting his way to open country and civilization.

Most Young Men

The majority of the flight personnel consists of men in their 20's or early 30's. Among the pilots are eight aviation cadets who will have positions of responsibility in the piloting of Uncle Sam's most expensive flying equipment.

Navigation problems on the flight to the Canal Zone are many and varied. Vicious tropical rain squalls may cause the entire squadron to zig-zag off its predetermined route. Visibility on the first mass flight to the Canal Zone was so poor in spots that celestial navigation became impossible.

Information Scarce

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He has little to say about the undertaking. He won't even hazard a statement as to the number of miles the squadron expects to fly. He's just making the flight; others have to supply the information.

PATROL SQUADRON 2 FLIGHT CREWS

2-P-1

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2-P-2

Morris, L. A., Lt.; Hurley, J. E. AMM 1cl; Commons, N. A., AMM1cl; Bledsoe, K. P., RM2cl; Moorehead, E. L., AMM1cl; Ealey, P. H., AMM3cl; Blesh, F. K., Av. Cadet.

2-P-3

Clark, B. V., Lt. (jg); Eastman, O. J., Av. Cadet; Flood, R. A., RM2cl; Turcotte, J. A. O., AMM2cl; Whittemore, D. L., Sea2cl; Spain, N., AMM1cl; Dotson, D. D., AMM2cl.

2-P-4

Thompson, A. B., Lt.; Kincheloe, H. M., Av. Cadet; Loewer, L., ACMM; Strack, F., RM1cl; Hohner, M. M., ACMM; Scarborough, J. A., AMM2cl; Van der Creek, G. M., AMM1cl.

1-P-5

Shanahan, E. K., Lt.; Clampitt, C. W., AMM1cl; Gierisch, J. K., AMM2cl; Childress, G. K. RM3cl; Zarinelli, P., AMM1cl; Chartrand, L. J., AMM2cl; Willard, R. A., ACMM.

2-P-6

Wilson, A. H., Lt (jg); Swaim, F. L., RM2cl; Masden, W. B., AMM2cl; Fread, H. F., Sea2cl; Harrison, O. C., AMM2cl; Milot, R. A., AMM2cl; Farris, R. H., Y3cl.

2-P-7

MacMahan, D. S., Lt.; Meili, W. L., Av. Cadet; Ware, L. R., ACMM; Auster, R. J., CRM; Hill, J. W., ACMM; Brame, L. I., AMM3cl; Oliver, D. D., Sea2cl.

2-P-8

Southerland, L. B., Lt.; McEwen, T. H., AMM1cl; Morelock, J. P. B., AMM2cl; Bronn, T. A., RM2cl; Relaford, H. K., AMM1cl; Bower, J. A., AMM3cl; Harrison, A. E., ACMM.

2-P-9

Van Every, S. A., Lt. (jg); Flynn, L. A., ACMM; Blackman, J. W., AOM2cl; Titland, R. J., RM3cl; McDowell, M. H., AMM1cl; Redden, W. A., AMM2cl; Asserson, W. C., Lt.

2-P-10

Sullivan, D. J., Lt.; Finley, O. A., Av. Cadet; Watts, F. D., ACOM; Harris, W. A., RM1cl; Nusshart, W. F., ACMM; Kinney, C. E., AMM3cl; Goley, T. P., ACOM.

2-P-11

Westhofen, C. L., Lt (jg); Ballauf, C., AMM1cl; Vandagriff, M. T., AMM2cl; Nichols, R. M., RM2cl; Taylor, R. H., AMM1cl; Wright, C., AMM3cl; Smith, J. M., AMM2cl.

2-P-12

Vredenburgh, J. B., Lt. (jg); Hutchins, F. D., Av. Cadet; Bowen, W. E., AMM2cl; Smith, H. L., RM3cl; Livengood, R. B., AMM1cl; Storkson, J. A., AMM3cl; Blomberg, R. B., AMM3cl.

PATROL SQUADRON 3 FLIGHT DETAIL

No. 5

Saunders, W. V., Lt.; Kohler, P. E., Av. Cadet Brown, C. W., Av Cadet; Traxer, B. L., RM1cl; Warrendorf, W. J., RM2cl; Wood, L., AMM1cl; Brewer, W. P., AMM 3cl.

No. 6

Dufek, C. J., Lt.; Whitmore, O. B., Av. Cadet; Hughes, L. L., ACMM; Nobbs, H. S., RM1cl; Treadway, C., AMM1cl; Call, C. M., AMM2cl; Dickeson, R. E., Sea2cl.

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14 Giant Bombers Will Point Wings Toward Coco Solo This Morning at 10

To Command Hop

Lt. Comdr. B. E. Grow, who will command a flight of 14 Corsair flying boats. The planes will take off from San Diego bay this morning for Coco Solo.

Lt. (jg) B. V. Clark, navigation officer, who had a cast removed from a broken leg so he could make the flight.

$4,000,000 Worth of Planes Manned by 25 Officers, 73 Men Ready for 3050-Mile Flight; Film Crews Here.

Fourteen huge long-range patrol bombers, representing an expenditure of about $4,000,000 and manned by a crew of 25 officers and 73 enlisted men, will take off from the harbor starting at 10 this morning on a history-making 3050-mile flight to the eastern entrance of the Panama canal.

The coastal, mountain and valley airways of several foreign countries will be traversed by the planes in their sustained dash from California to the lowest point of the continental divide at the Isthmus of Panama.

For the third time this month major newsreel cameramen and photographers representing many of the nation's pictorial news associations arrived here from Hollywood and Los Angeles last night to take pictures of the take-off this morning of the navy's 14-plane flight to Panama.

The publicity department of the San Diego-California club yesterday completed arrangements for the arrival of the newsreel crews and press cameramen. Other events this month which brought national attention to the city and county were the graduation of 1200 bluejackets at the naval training station and the dynamiting of the beryllium mine near Vista.

The planes include 12 airboats of patrol squadron 2, commanded by Lt. Comdr. B. E. Grow, and two ships to be delivered to squadron 3 at Coco Solo.

Leaving the north beach seaplane ramp of the naval air station, the multi-motored airboats will taxi southward to a point opposite the foot of E st. They then will swing across channel and northward to within a few hundred yards of the mole pier. Here they will point their bows to the westward and the open sea and with engines thundering at full power will skim along the bay waters for the take-off. Should the wind suddenly shift to the southwest the planes will take off from a two-mile course south of the ferry lane.

Although unfavorable weather has prevailed in the vicinity of the Gulf of Nicoyo off the Central American coast since Monday, reports from the aircraft tender Langley indicate these squalls rapidly are passing. Weather conditions from Pt. Loma to the Gulf of Nicoyo and from the Gulf of Chiriqui on the Atlantic coast to Panama are good.

Each of the airboats will carry rifles, revolvers and ammunition in event of a forced landing during the hazardous flight over the jungles and mountains of Nicaragua. However, by the time the planes reach this section of the international airway about dawn tomorrow their heavy gasoline load will be considerably lightened and navy aviation officials declare they should barge along over the mountain peaks without difficulty.

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NAVY TO LAUNCH 'AIR BATTLESHIP' BUILT BY CONSAIR

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The plane, perfectly streamlined, is of the all-metal type, cantilever wings and is propelled by four engines of a total of 4200 horsepower. It is the first aerial warship whose hull is protected from corrosion.

Armament Impressive

Coupled with its impressive armament, which includes bombs of such weight that the navy department forbids their being made public, are the unprecedented commodious quarters for its commissioned and enlisted personnel. The ships's company of the navy's newest air battleship will not only have excellent sleeping quarters, wardroom and forecastle, but a galley equipped with electric ranges and refrigerators, clothes lockers, thermostatic controlled heating and cooling system, sound proof compartments and a well-equipped workshop.

The navigation, engine and radio instruments are the last word in technical equipment.

A novel feature is the installation of retractable wing tip floats which, in flight, are drawn up to form the tip of the cantilever wing. This increases the flight speed of the plane, while in landing, to slow down the "aerial battleship," the floats are let down to protect the wing and to act as brakes.

View Unobstructed

A complete telephone system will enable the plane's commander to talk instantly to any part of the ship. Aft of the wing is installed a navigation turret where the navigator will have an unobstructed view of the sky to operate his sighting instruments.

Details of the gun placement are confidential but it is no secret that a plane, seeking its destruction by bombs or gunfire, will have a difficult time getting in range under the barrage of shells the new "battleship of the air" is fully capable of firing from every angle.

SPEED, STRIKING POWER COMBINED IN NEW PLANE

Consolidated Aircraft Corp.'s answer to the navy's demand for a "superdreadnaught" of the air boat combines the speedy characteristics of a destroyer and the striking power of a

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(Continued on Next Page, Col. 2)

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Aircraft Corp built

Names of officers
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PATROL SQUADRON 2

2-P-1
Grow, B. E., Lt.
Hawes, L. W., Ay.
Green, J. W., AC
Boyle, J., CRM
Stinson, B. A., AC
Neidlinger, U. S.
Scholl, L. W., Sea

2-P-2
Morris, L. A., Lt.
Hurley, J. E., AM
Commons, N. A.,
Bledsoe, K. P., R
Moorehead, E. L.,
Exley, P. H., AMM
Blesh, P. K., Av.

2-P-3
Clark, B. V., Lt.
Eastman, O. J., A
Flood, R. A., RM2
Turcotte, J. A., O
Whittemore, D. L.
Spain, N., AMM1c
Dotson, D. D., AM

2-P-4
Thompson, A. B.,
Kincheloe, H. M.,
Loewer, L., ACMM
Strack, F., RM1c
Hohner, M. M., A
Scarborough, J. A
Van der Creek, G.

2-P-5
Shanahan, E. K.,
Clampitt, C. W.,
Gierisch, J. K., A
Childress, G. K.,
Zarinelli, P., AM
Chartrand, L. J.,
Willard, R. A., AC

2-P-6
Wilson, A. H., Lt.
Swaim, F. L., RM1
Masden, W. B., A
Fread, H. F., Sea
Harrison, O. C., A
Milot, R. A., AMM
Farris, R. H., Y3c

2-P-7
MacMahan, D. S.,
Meill, W. L., Av.
Ware, L. R., ACM
Auster, R. J., CR
Hill, J. W., ACMM
Brame, L. I., AM3
Oliver, D. D., Sea

2-P-8
Southerland, L. B.,
McEwen, T. H., A
Morelock, J. P. B.,
Bronn, T. A., RM2
Relaford, H. K., A
Bower, J. A., AMM
Harrison, A. E., A

2-P-9
Van Every, S. A.,
Flynn, L. A., ACM
Blackman, J. W.,
Tilland, R. J., RM
McDowell, M. H.,
Redden, W. A., A
Asserson, W. C.

2-P-10
Sullivan, D. J., Lt
Finley, O. A., Av.
Watts, F. D., ACC
Harris, W. A., RM
Nussbart, W. F.,

Trager, B. L., RM1cl
Warrender, W. J., RM2cl
Wood, L., AMM1cl
Brewer, W. P., AMM3cl

No. 6

Dufek, C. J., Lt.
Whitmore, O. B., Av. Cadet
Hughes, L. L., ACMM
Nobbs, H. S., RM1cl
Treadway, C., AMM1cl
Gail, C. M., AMM2cl
Dickeson, R. E., Sea.2cl

Navy's First 'Air Battleship' Ready to Soar

SAN DIEGO, Dec. 7.—Heralding the advent of a new fleet of "superdreadnaughts of the air," the first of what is expected to prove the most powerful aircraft of its type ever built for the Navy, was completed today at the Consolidated Aircraft plant here.

It will be launched within forty-eight hours and delivered to the naval air station for a series of exhaustive tests.

FOUR MOTORS

The new four-motored 1[illegible] range aerial "battleship," w[illegible] combines all the characteri[illegible] of speedy destroyer with [illegible] striking power of a battle[illegible] has the somewhat impre[illegible] nomenclature of the XPB2[illegible]

The plane, perfectly str[illegible] lined, is of the all-metal [illegible] cantilever wings and is pro[illegible] by four engines of a tot[illegible] 4200 horsepower. It is the first aerial warship whose hull is protected from corrosion.

Coupled with its impressive armament, which includes bombs of such weight that the Navy Department forbids their being made public, are the unprecedentedly commodious quarters for its commissioned and enlisted personnel.

ELECTRIC RANGES

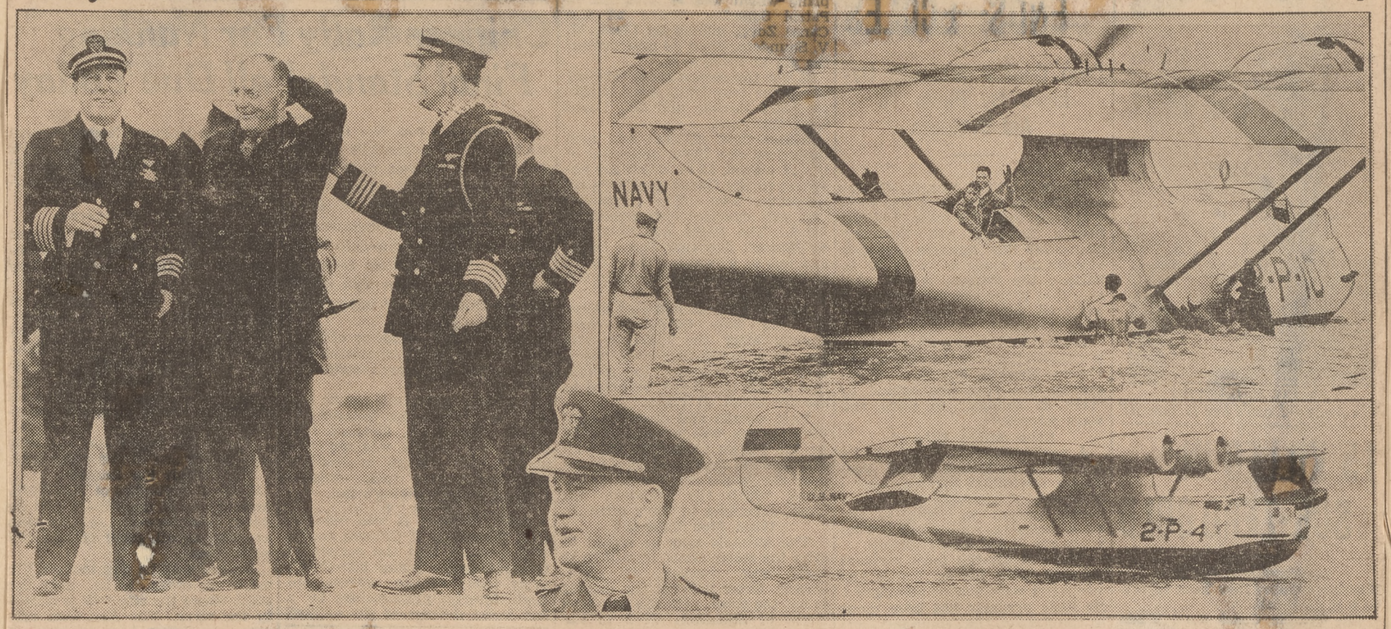
The ship's company of the Navy's newest air battleship will not only have excellent sleeping quarters, wardrobe and forecastle, but a galley equipped with electric ranges and refrigerators, clothes lockers, thermostatic controlled heating and cooling system, soundproof compartments and a well-equipped workshop.

BIG SHIPS

Five of the big planes which American factories are building for foreign trade. From top to bottom: The PBY-1 patrol and bomber, built by Consolidated Aircraft Corporation at San Diego; next, BT-32-A bomber built by Curtiss-Wright, at St. Louis, Mo.; next the S-42-D clipper, transport, built by Sikorsky at Bridgeport, Conn.; next, the Sikorsky S-43 amphibion, now in use by the U. S. Navy, and at bottom the bomber built by Martin at Baltimore. All of these planes are available for export.

ED 1881—VOL. 57 No. 342 S.D. Sun SAN DIEGO, CALIFORNIA, WEDNESDAY, DECEMBER 8, 1937

Navy Airmen Panama-Bound . . . 14 Ships Face Storm On 24-Hour Hop



Witnessing the takeoff of 14 patrol bombers from San Diego to the Canal Zone at North Island this morning were high-ranking Navy officials, including Capt. Arthur L. Bristol Jr., Naval Air Station commander, and Capt. Alva D. Bernhard, Aircraft Scouting Force chief of staff, shown left to right with Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp. At top, right, is the plane piloted by Lieut. D. J. Sullivan being launched from the ramp as crew members wave farewells; and below, the plane of Lieut. A. B. Thompson, flight officer, shown poised a moment before it left the water on a perfect takeoff. Inset is Lieut. Comdr. William M. McDade, who commanded the first mass flight this year to Pearl Harbor. Lieut. Comdr. McDade, now stationed at San Pedro, was an unexpected spectator of the takeoff. *Photos by Earl Zahm, Sun Staff Photographer*

CONSAIR WINS 4 1-2 MILLION BOMBER JOB

S. D. Sun 12/8/37

Navy Order Assures S. D. Plant's Operation Through 1938; Maj. Fleet Announces Crew Cuts

A $4,500,000 contract which will guarantee Consolidated Aircraft Corp. sufficient work to keep the plant operating through 1938 was awarded the San Diego concern by the Navy Department today.

The contract is for 33 PBY-4 type patrol bombers, similar to the Navy airboats now under construction at Consolidated, but incorporating improvements that have been engineered since introduction of the airboats 13 months ago.

Orders for material will be placed by Consolidated, Maj. Reuben H. Fleet, president, said today.

To Curtail Crew

"During the period we are awaiting delivery of material—three to six months—it will be necessary for us to taper off our crew," Maj. Fleet announced. "However, this will be done gradually, and will not affect as many workers as would have been had we not received the contract.

"We expect to hold together a major portion of our plant employes during 1938, as a result of this award. We now have 3000 total personnel, which figure will only gradually be decreased until we have approximately 2000 eight months from today.

Seek New Order

"Meanwhile, we are hoping to get a Navy order this spring on the four-motored experimental plane which will undergo its first test flights in two weeks, and will be inspected by a Navy trial board shortly after the first of the year.

Consolidated's first bid on the PBY-4 planes seven months ago was ruled too high, and the Navy readvertised for estimates. The second bid, opened in Washington Oct. 29, was lower than those of Sikorsky and Martin.

Half Completed

Consolidated bid about $7,500,000 for 64 planes, Maj. Fleet said.

More than one-half of the plant's current contracts for 176 Navy patrol bombers has been completed. The 89th plane in this group recently was delivered to North Island, Maj. Fleet revealed.

Mass Flight Starts Today

Fourteen Navy Patrol Planes Will Hop Off for Canal Zone

L.A. Times 12/8/37

SAN DIEGO, Dec. 7. (AP)—The fifth long-distance mass flight of giant navy patrol planes from San Diego this year is to start at 10 a.m. tomorrow when fourteen planes take off from San Diego Bay on a 3080-mile flight to Coco Solo, C. Z.

The ninety-eight officers and men making the flight expect to be at their Canal Zone destination twenty-six hours after leaving here.

FLIGHT ROUTE

Under direction of Lieutenant-Commander B. E. Grow, the flight will be down the west coast of Mexico to the Gulf of Nicoyo on the coast of Nicaragua, thence overland to the east coast of Central America, following the route of a similar flight from here in June.

Station ships on the route are the seaplane tender Sandpiper, off Cape Falso on the Lower California coast; the tender Langley, in the gulf of Nicoyo, and the tender Gannett, in the gulf of Chiriqui, on the east coast of Central America.

TWELVE IN SQUADRON

Of the fourteen planes, twelve are attached to Patrol Squadron 2. The others are to be delivered to VP-3 squadron at Coco Solo.

The June flight from San Diego to Coco Solo, under command of Lieut. Robert W. Morse, was made in twenty-seven hours, fifty-eight minutes, with the planes maintaining an average altitude of 10,000 feet.

14 Bombers Roar South On Mass Hop

Navy Planes Set Take-Off Record In S. D. Bay; Canal Zone Goal

At noon today Lieut. Comdr. Bradford E. Grow, commanding the 14-plane non-stop flight from San Diego to the Canal Zone, radioed Aircraft Scouting Force headquarters at North Island that the squadron was 160 miles south of Point Loma.

By HAROLD KEEN
The Sun's Navy Editor

The Navy's most spectacular long distance flight in history was under way from San Diego today, with 14 giant two-motored patrol bombers winging down the Mexican and Central American coasts and into anticipated rain squalls toward the Canal Zone, a distance of approximately 3100 miles.

Starting at 9:57 a. m., the airboats were launched from North Island with clock-like precision, taxied down the harbor channel toward Point Loma and headed about to roar down a mile and one-half runway in an easterly direction.

Only 19 minutes elapsed from the moment the squadron flagship, piloted by Lieut.-Comdr. Bradford E. Grow, commanding officer, left the water, until all 14 planes were in the air. The leading airboat took off at 10:20 a. m., and the final bomber, a spare

Consair Seeks U. S. Aid To End Plane Monopoly

L.A. Tribune 12/8/37

Giant airliners within a few years regularly will be carrying 100 passengers over the Atlantic between America and Europe in 12 hours' flying time, Maj. Reuben H. Fleet, president and general manager of Consolidated Aircraft Corp. here, predicted today as witnesses, one of them a Consolidated executive, urged government aid in transoceanic flying before house and senate maritime committees in Washington, D. C.

Fleet's prediction was voiced in commenting on a report by The Associated Press that I. M. Laddon, Consolidated's chief engineer and vice president, told the house merchant marine committee that Pan American airways holds a "monopoly" over this country's transoceanic aviation and urged that the government act to assure "free and open" competition. Meanwhile, Joseph P. Kennedy, chairman of the maritime commission, was urging before a senate committee that the government should grant overocean airlines the same subsidies for construction and operation which are contemplated for steamers.

Competition Said Stifled

Testifying before the house committee on legislation designed to subsidize construction and operation of transoceanic aircraft, Laddon was quoted as saying the field is now "definitely limited" to Pan American airways. He explained that mail contracts awarded that company require that bidders obtain all concessions for flight to and over foreign countries and that Pan American had been "very aggressive and very bright" in obtaining such concessions, thus making it impossible for others to compete in bidding.

Laddon urged that the government itself acquire the foreign concessions, thus assuring competition.

Fleet explained that Laddon, in Washington on other business, had been requested to testify before the committee as an expert witness.

"We have specialized in the construction of flying boats for years," Fleet explained, "and Laddon, as our chief engineer, is considered an authority on the subject."

The San Diego firm's head explained that Consolidated is interested in the issue only as a supplier of transoceanic flying boats to those who operate them and as one interested in the nation's leadership in aviation, but that it believes the problems under discussion in Washington are of "enormous" importance.

Big Business Sighted

"We have felt," said Fleet, "that the Atlantic ocean is so important as far as transoceanic flying is concerned that it should not be monopolized by any one outfit so far as this country is concerned

14 Giant Bombers Will Point Wings Toward Coco Solo This Morning at 10

To Command Hop

Lt. Comdr. B. E. Grow, who will command a flight of 14 Corsair flying boats. The planes will take off from San Diego bay this morning for Coco Solo.

Lt. (jg) B. V. Clark, navigation officer, who had a cast removed from a broken leg so he could make the flight.

$4,000,000 Worth of Planes Manned by 25 Officers, 73 Men Ready for 3050-Mile Flight; Film Crews Here.

Fourteen huge long-range patrol bombers, representing an expenditure of about $4,000,000 and manned by a crew of 25 officers and 73 enlisted men, will take off from the harbor starting at 10 this morning on a history-making 3050-mile flight to the eastern entrance of the Panama canal.

The coastal, mountain and valley airways of several foreign countries will be traversed by the planes in their sustained dash from California to the lowest point of the continental divide at the Isthmus of Panama.

For the third time this month major newsreel cameramen and photographers representing many of the nation's pictorial news associations arrived here from Hollywood and Los Angeles last night to take pictures of the take-off this morning of the navy's 14-plane flight to Panama.

The publicity department of the San Diego-California club yesterday completed arrangements for the arrival of the newsreel crews and press cameramen. Other events this month which brought national attention to the city and county were the graduation of 1200 bluejackets at the naval training station and the dynamiting of the beryllium mine near Vista.

The planes include 12 airboats of patrol squadron 2, commanded by Lt. Comdr. B. E. Grow, and two ships to be delivered to squadron 3 at Coco Solo.

Leaving the north beach seaplane ramp of the naval air station, the multi-motored airboats will taxi southward to a point opposite the foot of E st. They then will swing across channel and northward to within a few hundred yards of the mole pier. Here they will point their bows to the westward and the open sea and with engines thundering at full power will skim along the bay waters for the take-off. Should the wind suddenly shift to the southwest the planes will take off from a two-mile course south of the ferry lane.

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(Continued on Next Page, Col. 2)

command of Lt. Robert W. Morse, was made in 27 hours, 58 minutes, with the planes maintaining an average altitude of 10,000 feet in a V formation. All planes involved in the transfers are Consolidated Aircraft Corp built craft.

Names of officers and men who will participate in the flight starting tomorrow follow:

PATROL SQUADRON 2 FLIGHT CREWS

2-P-1
Grow, B. E., Lt. Comdr.
Hawes, L. W., Av. Cadet
Green, J. W., ACMM
Boyle, J., CRM
Stinson, B. A., ACMM
Neidlinger, U. S. Jr., AMM3cl
Scholl, L. W., Sea.2cl

2-P-2
Morris, L. A., Lt.
Hurley, J. E., AMM1cl
Commons, N. A., AMM1cl
Bledsoe, K. P., RM2cl
Moorehead, E. L., AMM1cl
Exley, D. H., AMM3cl
Blesh, F. K., Av. Cadet

2-P-3
Clark, B. V., Lt. (jg)
Eastman, O. J., Av. Cadet
Flood, R. A., RM2cl
Turcotte, J. A. O., AMM2cl
Whittemore, D. L., Sea2cl
Spain, N., AMM1cl
Dotson, D. D., AMM2cl

2-P-4
Thompson, A. B., Lt.
Kincheloe, H. M., Av. Cadet
Loewer, L., ACMM
Sirack, F., RM1cl
Hohner, M. M., ACMM
Scarborough, J. A., AMM2cl
Van der Creek, G. M., AMM1cl

2-P-5
Shanahan, E. K., Lt.
Clampitt, C. W., AMM1cl
Gierisch, J. K., AMM2cl
Childress, G. K., RM2cl
Zarinelli, P., AMM1cl
Chartrand, L. J., AMM2cl
Willard, R. A., ACMM

2-P-6
Wilson, A. H., Lt. (jg)
Swaim, F. L., RM2cl
Masden, W. B., AMM2cl
Fread, H. F., Sea.2cl
Harrison, O. C., AMM2cl
Milot, R. A., AMM2cl
Farris, R. H., Y3cl

2-P-7
MacMahan, D. S., Lt.
Meill, W. L., Av. Cadet
Ware, L. R., ACMM
Auster, R. J., CRM
Hill, J. W., ACMM
Brame, L. L., AMM3cl
Oliver, D. D., Sea.2cl

2-P-8
Southerland, L. B., Lt.
McEwen, T. H., AMM1cl
Morelock, J. P. B., AMM2cl
Bronn, T. A., RM2cl
Relaford, H. K., AMM1cl
Bower, J. A., AMM3cl
Harrison, A. E., ACMM

2-P-9
Van Every, S. A., Lt. (jg)
Flynn, L. A., ACMM
Blackman, J. W., AOM2cl
Tiland, H. J., RM2cl
McDowell, M. H., AMM1cl
Redden, W. A., AMM2cl
Asserson, W. C., Lt.

2-P-10
Sullivan, D. J., Lt.
Finley, O. A., Av. Cadet
Watts, F. D., ACOM
Harris, W. A., RM1cl
Nusshart, W. F., ACMM
Kinney, C. E., AMM3cl
Goley, T. P., ACOM

2-P-11
Westhofen, C. L., Lt. (jg)
Ballauf, C., AMM1cl
Vandagriff, M. T., AMM2cl
Nichols, R. M., RM2cl
Taylor, R. H., AMM1cl
Wright, C., AMM3cl
Smith, J. M., AMM2cl

2-P-12
Vredenburgh, J. B., Lt. (jg)
Hutchins, R. D., Av. Cadet
Bowen, W. E., AMM2cl
Smith, H. L., RM3cl
Livenwood, R. B., AMM1cl
Storkson, J. A., AMM3cl
Blomberg, R. H., AMM3cl

PATROL SQUADRON 3 FLIGHT DETAIL

No. 5
Saunders, W. V., Lt.
Kohler, F. E., Av. Cadet
Brown, C. W., Av. Cadet
Traser, R. L., RM1cl
Warrendorf, W. J., RM2cl
Wood, L., AMM1cl
Brewer, W. P., AMM3cl

No. 6
Dufek, G. J., Lt.
Whitmore, O. B., Av. Cadet
Hughes, L. L., ACMM
Nobbs, H. S., RM1cl
Treadway, C., AMM1cl
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FOUR MOTORS

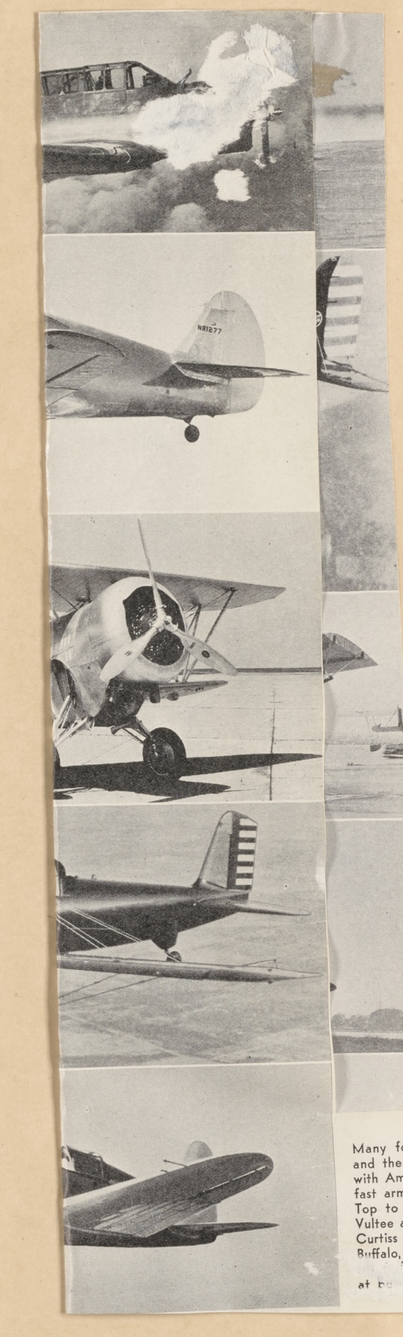
The new four-motored long-range aerial "battleship," which combines all the characteristics of speedy destroyer with the striking power of a battleship, has the somewhat impressive nomenclature of the XPB2Y-1.

The plane, perfectly streamlined, is of the all-metal type, cantilever wings and is propelled by four engines of a total of 4200 horsepower. It is the first aerial warship whose hull is protected from corrosion.

Coupled with its impressive armament, which includes bombs of such weight that the Navy Department forbids their being made public, are the unprecedentedly commodious quarters for its commissioned and enlisted personnel.

ELECTRIC RANGES

The ship's company of the Navy's newest air battleship will not only have excellent sleeping quarters, wardrobe and forecastle, but a galley equipped with electric ranges and refrigerators, clothes lockers, thermostatic controlled heating and cooling system, soundproof compartments and a well-equipped workshop.



FIGHTING PLANES

Many foreign governments ... South America and the Orient, are equip... forces with American fighters. Thes... are a few of the fast armed ships that are ava... for export. Top to bottom: The bomber fighter, built by Vultee at Downey, Calif.; the Hawk 75, built by Curtiss Aeroplane and Motor Company at Buffalo, N. Y.; another version of the Curtiss ... Type IV); the Curtiss Shrike A-12, and at b... the new V-143, built by the Vought factory at East Hartfo... Conn.

ED 1881—VOL. 57 No. 342 S.D. Sun SAN DIEGO, CALIFORNIA, WEDNESDAY, DECEMBER 8, 1937

CONSAIR WINS 4 1-2 MILLION BOMBER JOB

S. D. Sun 12/8/37

Navy Order Assures S. D. Plant's Operation Through 1938; Maj. Fleet Announces Crew Cuts

A $4,500,000 contract which will guarantee Consolidated Aircraft Corp. sufficient work to keep the plant operating through 1938 was awarded the San Diego concern by the Navy Department today.

The contract is for 33 PBY-4 type patrol bombers, similar to the Navy airboats now under construction at Consolidated, but incorporating improvements that have been engineered since introduction of the airboats 13 months ago.

Orders for material will be placed by Consolidated, Maj. Reuben H. Fleet, president, said today.

To Curtail Crew

"During the period we are awaiting delivery of material—three to six months—it will be necessary for us to taper off our crew," Maj. Fleet announced. "However, this will be done gradually, and will not affect as many workers as would have been had we not received the contract.

"We expect to hold together a major portion of our plant employes during 1938, as a result of this award. We now have 3000 total personnel, which figure will only gradually be decreased until we have approximately 2000 eight months from today.

Seek New Order

"Meanwhile, we are hoping to get a Navy order this spring on the four-motored experimental plane which will undergo its first test flights in two weeks, and will be inspected by a Navy trial board shortly after the first of the year.

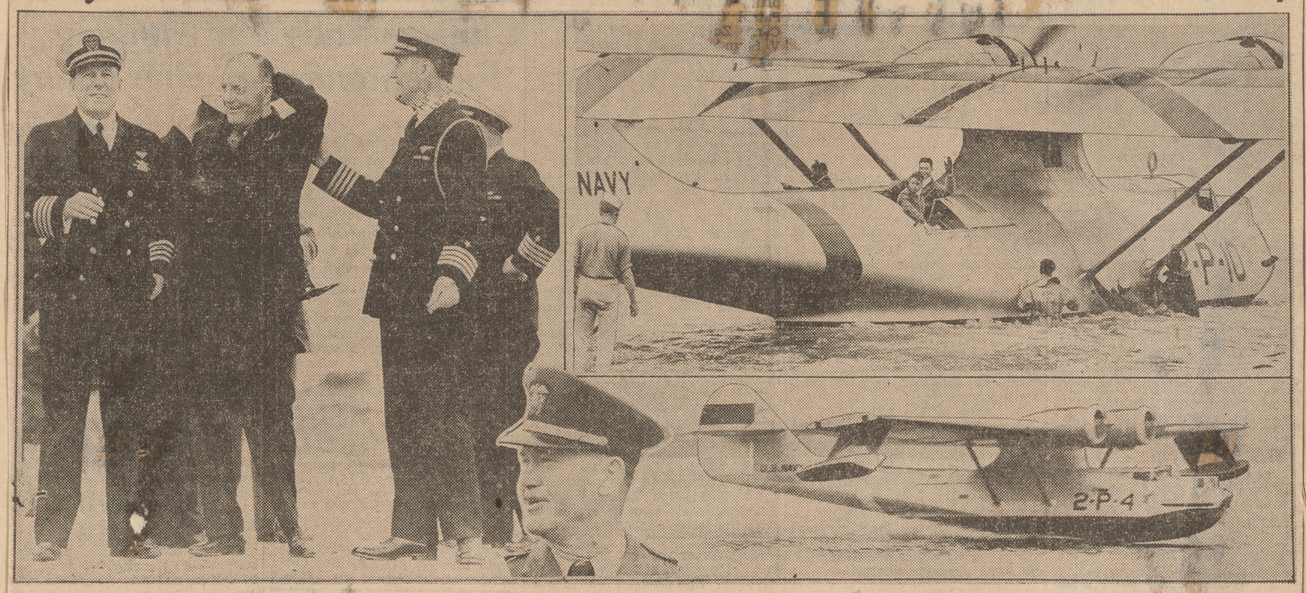
Consolidated's first bid on the PBY-4 planes seven months ago was ruled too high, and the Navy readvertised for estimates. The second bid, opened in Washington Oct. 29, was lower than those of Sikorsky and Martin.

Half Completed

Consolidated bid about $7,500,000 for 64 planes, Maj. Fleet said.

More than one-half of the plant's current contracts for 176 Navy patrol bombers has been completed. The 89th plane in this group recently was delivered to North Island, Maj. Fleet revealed.

Navy Airmen Panama-Bound . . . 14 Ships Face Storm On 24-Hour Hop



Witnessing the takeoff of 14 patrol bombers from San Diego to the Canal Zone at North Island this morning were high-ranking Navy officials, including Capt. Arthur L. Bristol, Jr., Naval Air Station commander, and Capt. Alva D. Bernhard, Aircraft Scouting Force chief of staff, shown left to right with Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp. At top, right, is the plane piloted by Lieut. D. J. Sullivan being launched from the ramp as crew members wave farewells; and below, the plane of Lieut. A. B. Thompson, flight officer, shown poised a moment before it left the water on a perfect takeoff. Inset is Lieut. Comdr. William M. McDade, who commanded the first mass flight this year to Pearl Harbor. Lieut. Comdr. McDade, now stationed at San Pedro, was an unexpected spectator of the takeoff. *Photos by Earl Zahm, Sun Staff Photographer*

Mass Flight Starts Today

Fourteen Navy Patrol Planes Will Hop Off for Canal Zone

L.A. Times 12/8/37

SAN DIEGO, Dec. 7. (AP)—The fifth long-distance mass flight of giant navy patrol planes from San Diego this year is to start at 10 a.m. tomorrow when fourteen planes take off from San Diego Bay on a 3080-mile flight to Coco Solo, C. Z.

The ninety-eight officers and men making the flight expect to be at their Canal Zone destination twenty-six hours after leaving here.

FLIGHT ROUTE

Under direction of Lieutenant-Commander B. E. Grow, the flight will be down the west coast of Mexico to the Gulf of Nicoyo on the coast of Nicaragua, thence overland to the east coast of Central America, following the route of a similar flight from here in June.

Station ships on the route are the seaplane tender Sandpiper, off Cape Falso on the Lower California coast; the tender Langley, in the gulf of Nicoyo, and the tender Gannett, in the gulf of Chiriqui, on the east coast of Central America.

TWELVE IN SQUADRON

Of the fourteen planes, twelve are attached to Patrol Squadron 2. The others are to be delivered to VP-3 squadron at Coco Solo.

The June flight from San Diego to Coco Solo, under command of Lieut. Robert W. Morse, was made in twenty-seven hours, fifty-eight minutes, with the planes maintaining an average altitude of 10,000 feet.

14 Bombers Roar South On Mass Hop

Navy Planes Set Take-Off Record In S. D. Bay; Canal Zone Goal

At noon today Lieut. Comdr. Bradford E. Grow, commanding the 14-plane non-stop flight from San Diego to the Canal Zone, radioed Aircraft Scouting Force headquarters at North Island that the squadron was 160 miles south of Point Loma.

By HAROLD KEEN
The Sun's Navy Editor

The Navy's most spectacular long distance flight in history was under way from San Diego today, with 14 giant two-motored patrol bombers winging down the Mexican and Central American coasts and into anticipated rain squalls toward the Canal Zone, a distance of approximately 3100 miles.

Starting at 9:57 a. m., the airboats were launched from North Island with clock-like precision, taxied down the harbor channel toward Point Loma and headed about to roar down a mile and one-half runway in an easterly direction.

Only 19 minutes elapsed from the moment the squadron flagship, piloted by Lieut.-Comdr. Bradford E. Grow, commanding officer, left the water, until all 14 planes were in the air. The leading airboat took off at 10:20 a. m., and the final bomber, a spare

Consair Seeks U. S. Aid To End Plane Monopoly

S.D. Tribune 12/8/37

Giant airliners within a few years regularly will be carrying 100 passengers over the Atlantic between America and Europe in 12 hours' flying time, Maj. Reuben H. Fleet, president and general manager of Consolidated Aircraft Corp. here, predicted today as witnesses, one of them a Consolidated executive, urged government aid in transoceanic flying before house and senate maritime committees in Washington, D. C.

Fleet's prediction was voiced in commenting on a report by The Associated Press that I. M. Laddon, Consolidated's chief engineer and vice president, told the house merchant marine committee that Pan American airways holds a "monopoly" over this country's transoceanic aviation and urged that the government act to assure "free and open" competition. Meanwhile, Joseph P. Kennedy, chairman of the maritime commission, was urging before a senate committee that the government should grant overocean airlines the same subsidies for construction and operation which are contemplated for steamers.

Competition Said Stifled

Testifying before the house committee on legislation designed to subsidize construction and operation of transoceanic aircraft, Laddon was quoted as saying the field is now "definitely limited" to Pan American airways. He explained that mail contracts awarded that company require that bidders obtain all concessions for flight to and over foreign countries and that Pan American had been "very aggressive and very bright" in obtaining such concessions, thus making it impossible for others to compete in bidding.

Laddon urged that the government itself acquire the foreign concessions, thus assuring competition.

Fleet explained that Laddon, in Washington on other business, had been requested to testify before the committee as an expert witness.

"We have specialized in the construction of flying boats for years," Fleet explained, "and Laddon, as our chief engineer, is considered an authority on the subject."

The San Diego firm's head explained that Consolidated is interested in the issue only as a supplier of transoceanic flying boats to those who operate them and as one interested in the nation's leadership in aviation, but that it believes the problems under discussion in Washington are of "enormous" importance.

Big Business Sighted

"We have felt," said Fleet, "that the Atlantic ocean is so important as far as transoceanic flying is concerned that it should not be monopolized by any one outfit so far as this country is concerned

Consair Gets $4,500,000 Navy Plane Contract

RECORD SET BY LOCAL PLANT

San Diego's Consolidated Aircraft Corp. today was awarded a $4,500,000 contract for 33 VPB patrol planes, spare parts and engineering services by the navy department, The Associated Press reported from Washington, D. C.

The navy purchase is that which has been pending since last April, explained Maj. Reuben H. Fleet, president and general manager of Consolidated, when informed of the award, and is for the San Diego firm's giant PBY4 flying boats. The PBY4 ships are an advanced design similar to other Consolidated patrol bombers previously sold to the navy, such as the 14 which took off here today on the 3080-mile hop to the Panama canal.

Winning the new contract, Fleet commented, will help the San Diego plant to hold its present payroll personnel. It will not result in additional employment, he explained, but will help to avert marked reductions, which would have been necessitated had Consolidated not won the contract.

New Pay Scales Involved

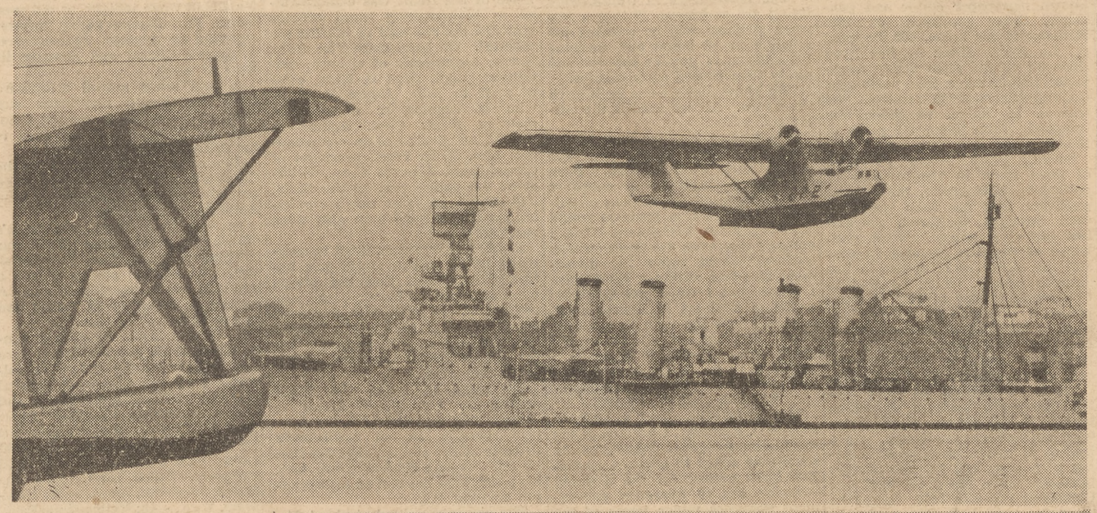
Aircraft manufacturers, including Consolidated, first bid on the order last April. Holding that the bids were too high, the navy let the bids expire. Recently it called for new bids and Consolidated submitted a new offer.

Fleet explained that the company, in the previous bid, allowed in its estimates for pay scales which the Aircraft Workers' union bargaining committee felt would be the prevailing wage rates at the time the order would be filled. The new bid was lowered, he explained, in belief that the prevailing rates would not attain the levels previously estimated.

The big San Diego aircraft plant still is producing patrol planes

(Continued on Next Page, Col. 1)

S. D. NAVY PLANES OFF ON 3050-MILE NON-STOP FLIGHT



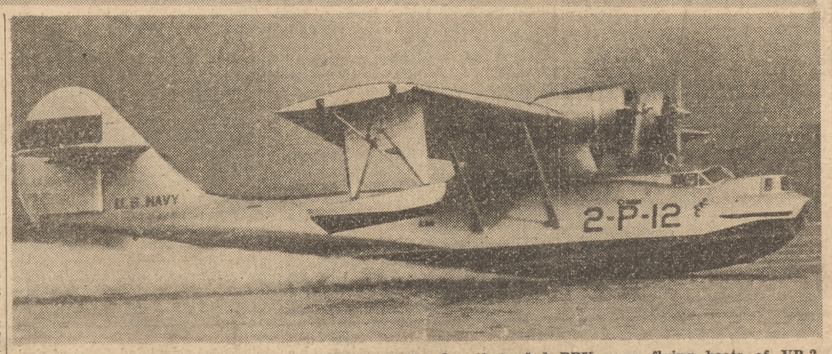
Huge, 14-cylinder engines straining, 14 heavily-loaded Consair PBY navy flying boats roared down the bay today in the take-off on an epic 3050-mile flight to Coco Solo, Canal Zone. Lt. Cmdr. B. E. Grow, squadron commander, was first off the water, at exactly 10:20.

Despite the tremendous loads of fuel carried by the big, twin-engined ships, the take-off was uneventful. The planes lifted with remarkable ease. Only one appeared to have difficulty in lifting clear, No. 6 of VP-3 squadron, piloted by Lt. C. J. Dufek. Many of the airboats were able to lift after runs of slightly more than a mile.

An advantageous shift of the wind enabled the planes to take-off almost due east, away from the low ceiling of fog which prevailed over Pt. Loma. To the east the fog was higher and less dense. Grow planned to lead his squadron through the haze and fly above it.

The airboats began to enter the water from the naval air station

(Continued on Next Page, Col. 4)



Clear of the bay after a hazardous take-off, one of the heavily-loaded PBY navy flying boats of VP-2 squadron is shown, upper, as it headed south today for Coco Solo, Canal Zone, 3050 miles away. Another of the 14 planes making the flight is shown below as it skimmed over the bay, wide-open engines straining to lift the heavy craft. Twelve of the planes comprise VP-2 squadron, under command of Lt. Comdr. B. E. Grow, which have been assigned to the Colo Solo base. The other two are "spares" for VP-3 squadron, already at the Panama base. The huge air boats were built here for the navy by the Consolidated Aircraft Corp.

SQUADRON FLIES TO PANAMA BASE IN RECORD TIME

14 Bombers Reach Canal Zone 22 Hours, 20 Minutes After San Diego Take-Off; Crafts Battle Storms

Conquering tropical rainstorms near the end of their epochal 3100-mile non-stop flight from San Diego to the Canal Zone, 14 giant Navy patrol bombers landed at the Coco Solo air base at 8:40 a. m. today (PST) in a record-breaking aviation achievement.

The airboats, commanded by Lieut. Comdr. Bradford E. Grow of Patrol Squadron Two, completed their "routine transfer" from North Island to the Canal Zone in 22 hours 20 minutes, eclipsing the previous Navy mass-flight mark by more than five hours.

June Hop 28 Hours

Last June, a squadron of 12 planes negotiated the first non-stop mass flight from San Diego to the Canal Zone in 27 hours 58 minutes.

From the time the air armada veered off the steamer lane to cut across the jungle country of Nicaragua until arrival at Coco Solo, they encountered vicious rain squalls, it was reported. The airboats apparently roared almost directly through the storms, with little or no detours required on the entire trip, according to Aircraft Scouting Force officers receiving radio messages on the flagship USS Wright at North Island.

Keep at 10,000 Feet

In rapid-fire take-offs, the 14 planes left San Diego starting at 10:20 a. m. yesterday, assembled off the Baja California coast, and maintained a 10,000-foot altitude down the Mexican and Central-American coasts.

As the tremendous gasoline load of the planes diminished, speed was gained, and with the additional impetus of tail winds, the squadron had averaged 142 miles per hour when they were within 300 miles of their goal.

The thunderstorms which enveloped the craft at this point slowed their progress and they arrived at the Coco Solo base an hour later than had been anticipated at dawn today.

The flight time exceeded expectations of Navy officers, who estimated before the take-off that the bombers should require approximately 24 hours for the undertaking.

The 14 airboats comprised the largest number of Navy planes ever to make a non-stop long-distance mass flight.

Of the PBY-2 type, they were built at Consolidated Aircraft Corp. and are valued at about $4,000,000. Fully loaded, each weighed 14 tons at the take-off. A personnel of 98 manned the planes in the so-called "ferry flight" to their permanent base in the Canal Zone.

CONSAIR GETS $4,500,000 33-PLANE NAVY CONTRACT

Contract for construction of 33 improved PBY type naval patrol planes, to be completed at a cost of $4,500,000, yesterday was awarded to Consolidated Aircraft Corp. by the navy department, The Associated Press reported from Washington.

The award finally was made after first bids on the PBY-4 contract had been allowed to expire by the navy and new bids had been called, Maj. Reuben H. Fleet, Consolidated president and general manager, said.

Aircraft manufacturers, including Consolidated, first bid on the order last April. The navy let the bids expire on the ground that they were too high. Fleet explained that the original bid allowed in its estimate for pay scales which members of aircraft workers' unions' scale committees predicted would be in effect when construction work started.

The new bid was lowered, he said, when it appeared that prevailing wages would not reach the estimated peaks.

Consolidated already has completed 89 of the big ships of similar design under a previous contract for construction of 176 ships in all. Completion and assembly of the remaining ships of that group and preparations for the work on the new contract will entail tapering off of present 3000 workers to about 2000 in eight months ountil materials are ready for the new construction job, Fleet said.

He announced that award of the contract, however, meant a guarantee of sufficient work to keep the aircraft plant operating through 1938.

Orders for materials are to be placed immediately, he said. The new planes will differ only slightly from the PBY ships previously turned out.

NAVY EXPANDS AIR FORCE WITH NEW SQUADRON

Pearl Harbor Bombers Get Commission As VP-18

Quietly expanding its powerful long-range air force of patrol bomber units, the Navy Department revealed today in a dispatch to 11th Naval District headquarters here that its 18th airboat squadron had been commissioned this week at Pearl Harbor, Hawaii.

More Being Built

Designated as VP-18, the squadron will be equipped with six P2Y3-type planes, predecessors to the twin-motored PBY airboats, of which 176 are under construction at San Diego's Consolidated Aircraft Corp.

The planes will be transferred to the new unit from Pearl Harbor squadrons now using the newest sky cruisers, it was indicated at Aircraft Scouting Force headquarters at North Island.

Sutton Commands

Lieut. Frank Sutton, former executive officer of Hawaii's Patrol Squadron One, is the first commanding officer of VP-18.

Commissioning of the new Pearl Harbor squadron follows soon after placing into active service of three patrol plane units of six planes each at Seattle—Squadrons VP-16, VP-17 and VP-19. Personnel of Squadron VP-17 is in San Diego awaiting delivery of six Consolidated PBY-2 bombers, which will be "ferried" in a mass flight next February to Seattle's Sand Point Naval Air Station.

NORTHROP QUITS AIRCRAFT POSTS; PLANS INDEFINITE

Douglas Accepts Decision With Regret; Doak Will Become General Manager

LOS ANGELES, Jan. 5 (A.P.)—John K. Northrop, vice president of Douglas Aircraft Corp. and general manager of the military plane factory bearing his name, resigned both positions today.

Northrop said his future plans are indefinite beyond a six-week vacation he will take "to get back into shape."

Donald Douglas, president of both corporations, said Northrop's resignations were accepted with "keen regret," and that Northrop was leaving of his own accord.

E. R. Doak, former vice president of the Northrop division of the Douglas Corp., will become general manager of the military plant, which lists a $4,500,000 backlog in orders, mostly for the war department for 250-miles-an-hour attack ships.

Northrop said he had no intention of re-entering the aircraft industry.

ARCHBOLD ON HOP TO COAST

Scientist-Flier Returning Non-Stop From Miami

Richard Archbold, 30-year-old research associate for the American Museum of Natural History, took off from Miami, Fla., at 7:45 a. m. today, Pacific time, for his return trip to San Diego in his huge Consolidated flying boat, according to a United Press report.

Archbold three weeks ago hopped non-stop from San Diego to Miami. His return also will be non-stop.

Upon arrival, the scientist will immediately begin plans for his trans-Pacific hop to Dutch New Guinea, for a scientific expedition. His flight, scheduled for early next year, depends upon official permission from the Dutch government.

ARCHBOLD TAKES OFF ON MISSISSIPPI RIVER

NEW ORLEANS, Dec. 16.—The twin-motored flying boat in which Richard Archbold plans to fly to New Guinea took off from the Mississippi River today on its return to San Diego. Archbold planned to re-fuel at San Antonio, Texas, landing on Lake Medina.

The 104-foot wingspread plane is returning in easy stages from the "shakedown" flight it made two weeks ago to Miami, Fla., in 14 hours. The boat later returned and put down on Lake Pontchartrain to await weather reports from San Antonio.

S. D. Air Armada Wings Way to Panama

SD Union 1/17/37

14 PLANES IN HISTORIC NON-STOP

Naval Dignitaries See Spectacular Take-Off From Bay; 98 Officers and Men Make 3080-Mile Flight.

Picking up speed as their gasoline load was lightened by consumption, the 14 naval patrol planes which left here yesterday morning for Coco Solo, C. Z., were 1912 nautical miles south of San Diego at midnight, according to radio report. Averaging 177 miles an hour in the previous two hours, the planes were flying at 10,000 feet through a clear sky with broken clouds. The planes had been averaging 144 to 152 miles an hour in the early evening. Their position was given as off Solina Cruz, Mex., far beyond the halfway mark, and their probable arrival time at their destination as 9 or 10 this morning.

After a panoramic take-off from San Diego bay, a roaring navy air armada, composed of 14 heavily-loaded Consolidated PBY flying boats, last night was blazing its way toward Coco Solo, Canal Zone, in an epochal 3080-mile flight.

Carrying tremendous loads of fuel, the giant, twin-engined ships, aided by a wind-shift which enabled them to take-off almost due east, gracefully soared out of the water in succession, with the last plane leaving the water at 10:39, 19 minutes after Lt. Comdr. B. E. Grow, squadron commander, made the first take-off. The take-off time established a new record.

Nose Through Fog

Although one of the boats, No. 6 of VP-3 squadron, encountered slight difficulty in lifting clear, many of the boats were able to take off after runs of slightly less than a mile. With a low ceiling of fog hanging over Pt. Loma at the start of the historic flight, Lt. Grow planned to lead his squadron through the fog and fly above it.

In addition to numerous relatives, friends and wives of the crew members, many high-ranking naval dignitaries crowded the sea-wall to witness the start of the flight, the fifth long-distance flight undertaken by navy patrol planes this year. On hand were Vice Adm. Horne, commander of aircraft, battleforce; Capt. Alva D. King, chief of staff to Adm. Ernest V. King, who is commander of aircraft scouting force; Capt. Arthur L. Bristol, naval air station commandant; Maj. R. H. Fleet, president of Consolidated Aircraft Corp., builder of the planes, and numerous others.

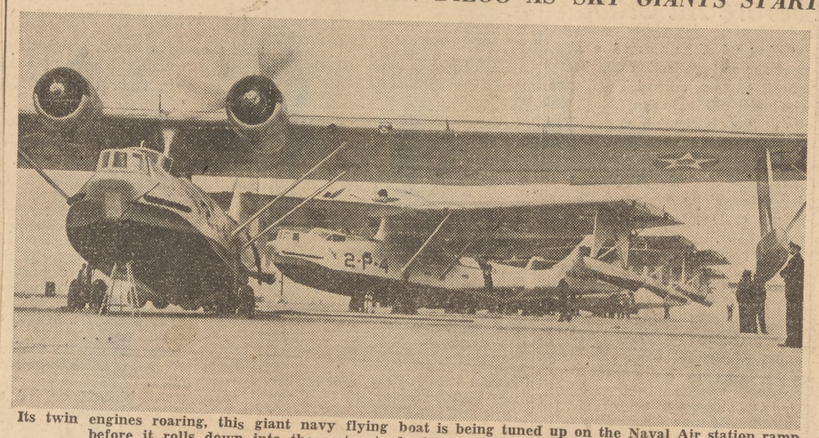
Valued at about $4,000,000, the 14 flying boats are manned by a crew of 25 officers and 73 enlisted men. Lt. A. B. Thompson, third in command of the flight, stated that the planes were carrying the heaviest load possible. In addition to a heavy load of fuel, the planes are equipped with rifles, revolvers and ammunition, a precaution in event any of them are forced to land in the jungles of Central America.

Bad Weather Possible

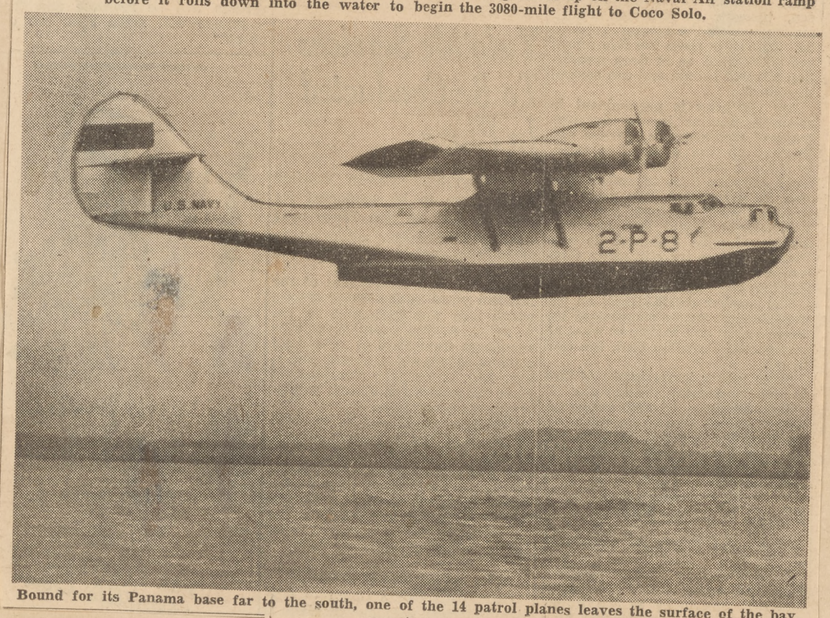
Although there was a possibility the ships would encounter bad weather in the vicinity of the Gulf of Nicoya, early reports from the aircraft tender Langley indicated the unsettled weather was clearing rapidly. In the course of the flight, the giant planes will fly over several foreign countries. The route also will take them over mountains, valleys and seacoasts.

The four other long distance navy flights this year include two 12-plane hops to Hawaii in January, a flight to Coco Solo in June and a 1500-mile flight of 24 planes to Seattle in July. All the flights were completed safely. Thenext long-distance flight is scheduled for March, 1938, when 12 airboats will be "delivered" to patrol and bombing squadrons based at Pearl Harbor, Hawaii.

ENGINES ROAR ADIEU TO SAN DIEGO AS SKY GIANTS START



Its twin engines roaring, this giant navy flying boat is being tuned up on the Naval Air station ramp before it rolls down into the water to begin the 3080-mile flight to Coco Solo.



Bound for its Panama base far to the south, one of the 14 patrol planes leaves the surface of the bay.

FLEET VISIONS ROUND-TRIP AIR LINE TO EUROPE

S. D. Plant Can Build Plane For 24-Hour Run, Says Official

SD Union 1/19/37

"Some day a fleet of American airliners, with a capacity of 100 passengers each, will make round trips to Europe from dawn to dawn."

No visionary is the man who made this prophesy today, but rather a hard-headed, practical-minded ex-Army flier who is engaged in the business of building the nation's largest airboats for the United States Navy, Maj. Reuben H. Fleet, president of San Diego's Consolidated Aircraft Corp.

"Consolidated can build a seaplane capable of carrying 100 persons across the Atlantic in 12 hours," Maj. Fleet said today.

Promotion Urged

"That seems to me the logical answer to the problem of America's merchant marine, which admittedly is not in a healthy condition."

Maj. Fleet reported that his chief engineer, I. M. Laddon, yesterday testified before the House Committee on Maritime Affairs that the United States Government would be wise in promoting the development of trans-oceanic flying boats.

Subsidies in the construction of these ocean-spanning seaplanes, similar to those now given by the Maritime Commission in the building of surface craft, should become an established policy at Washington, Mr. Laddon declared.

On blueprints and sketches at the Consolidated plant today is the result of two years' quiet effort by the concern to develop a commercial seaplane with a range greater than that of any airboat now in actual service.

On Own Initiative

"We have spent more than $150,000 in the engineering plans for this project," Maj. Fleet explained, "all on our own initiative and without any definite promise of business accruing as a result of this experimental work.

"This transatlantic airliner, weighing about 50 tons, would be able to carry 50 passengers 5000 miles without stopping.

"And we can build a plane with twice that passenger capacity, if and when that sort of airboat fits into the transportation policy of this country."

Discourages Shipbuilding

Maj. Fleet pointed out that the government has discouraged the building of luxury liners with the dimensions of the Queen Mary and the Normandie, at costs as high as $100,000,000.

"Here are ships that require more than a week for the round trip across the Atlantic, and they're the fastest afloat," Maj. Fleet said. "For an investment 5 per cent of the cost of the Queen Mary, an airboat capable of hopping to Europe and back in 24 hours can be built.

ARCHBOLD LANDS AT NEW ORLEANS EN ROUTE TO S. D.

SD Union 1/14/37

Richard Archbold, flying explorer for the American Museum of Natural History, flew his airboat Guba from Miami to New Orleans yesterday, the first leg of his return trip to San Diego.

Report of the flight was received here last night by Bennett Boyd, radio experimenter, who has contacted Archbold in his recent cross-country flights.

Archbold told Boyd he expected to take off at 7 this morning for Madina lake, near San Antonio, Tex., where he will spend tonight. Tomorrow morning, Archbold will pilot the big ship, built at Consolidated Aircraft Corp. plant for use in exploring the wilds of New Guinea, from San Antonio here, landing tomorrow afternoon or evening.

Archbold flew from here to Miami non-stop to participate in the All-American air maneuvers, just completed. He is making the return trip in leisurely manner. William Wheatley, chief test pilot, and Frank Learman jr., assistant to the manager at Consolidated, who accompanied Archbold on the eastward flight, arrived back in San Diego by train yesterday.

ARCHBOLD FINISHES 1620-MILE FLIGHT

SD Sun 1/17/37

Completing a non-stop 1620-mile flight from New Orleans in slightly over 10 hours, Richard Archbold, youthful aviator-explorer of the American Museum of Natural History, returned to San Diego at 10:10 a. m. today in his Consolidated-built airboat "Guba."

He made a non-stop cross-country flight from San Diego to Miami, Fla., Dec. 3-4, in approximately 14 hours. On his return trip, he was delayed at New Orleans for several days this week by bad weather.

ARCHBOLD RETURNS FROM DIXIE FLIGHT

Richard Archbold, covering 1620 miles in 10 hours and 10 minutes, arrived here from New Orleans in his new Consolidated Aircraft Corp flying boat, the "Guba," at 10:1(a.m. Archbold, research associat(of the American Museum of Nat ural History, who plans to fly th "Guba" from California to New Guinea soon in the interests of science, reported an uneventful flight, except for fog over Texas, over which the plane flew. He left San Diego early this month, flying nonstop to Miami, Fla., 2300 miles, in 14 hours, 10 minutes.

SD Tribune 1/17/37

Achbold Again Delayed By Inclement Weather

SD Union 1/16/37

Unfavorable weather again held Richard Archbold, flying explorer for the American Museum of Natural History, at New Orleans yesterday. He had planned to take off for Lake Medina, near San Antonio, Tex., on the second leg of his leisurely return flight from Miami to San Diego. He flew nonstop to Miami from here more than a week ago in his giant flying boat, Guba, built by Consolidated Aircraft Corp., in which he expects to fly to New Guiana early next year.

FLYING FORTRESSES PASS MIDWAY MARK IN MASS HOP

LA Times 12/8/37 Illustrated Section / Page 20, Part I

SAN DIEGO, Dec. 8. (U.P.)—Fourteen huge naval patrol bombers were roaring along the western coast of Mexico tonight en route to Coco Solo, Canal Zone, in the most ambitious long distance mass flight in naval history.

Aided by favorable weather, the squadron was picking up speed as it proceeded southward and at 10 p.m. was past the halfway mark in its 2664-mile nonstop hop from the North Island Naval Air Station.

Two hours earlier the planes were 1266 miles south of San Diego, off Manzanillo, Mex., and were streaking along on their route at an average speed of 152 miles an hour.

They flew directly over the Navy tanker Neches, en route here from the Canal Zone.

Lieutenant-Commander Bradford E. Grow was in charge of the squadron, with twenty-five officers and seventy-three enlisted men comprising the personnel.

It took just nineteen minutes from the time the flight leader lifted his plane from the water until the last of the squadron was streaking southward under overcast skies.

The planes are expected to traverse the overseas and jungle distance in twenty-four hours or less, depending on weather conditions.

Each of the planes, with a crew of seven officers and men, carried 1750 gallons of gasoline and weighed 28,000 pounds at the takeoff.

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SD Union 12/10/37

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SD Tribune 12/11/37

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Ideal flying and working conditions, plus the proved ability to construct superior aircraft, make San Diego's business and industrial future look bright.

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Press Clipping
FROM
LOS ANGELES TIMES
W. P. FEHLMAN

DEC 10 1937

DEC 13 1937 EnB

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Cons. Aircraft Backlog $15,000,000

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DEC 9 1937

WASHN - CONSOLIDATED AIRCRAFT CORP OFFICIAL SAYS AMERICAN EXPORT STEAMSHIP CO INTERESTED IN AIR OPERATIONS

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DEC 9 1937

ADD- CONSOLIDATED AIRCRAFT ORDER-WASH

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Consair Giant, Army To Pay Air Tribute

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Launching of the most powerful Navy airboat in the world, and takeoffs of Army planes from Lindbergh Field at the exact moment Orville Wright soared from Kitty Hawk, N. C., 34 years ago, will constitute San Diego's celebration tomorrow of the anniversary of man's "taking wings."

The giant four-motored patrol bomber recently completed in Consolidated Aircraft Corp.'s experimental shops will be launched from the municipal ramp at the Coast Guard Air Base at 8:30 a. m. William Wheatley, the concern's chief test pilot, will subject the mighty airboat, built for the United States Navy, to its first flight tests over San Diego harbor.

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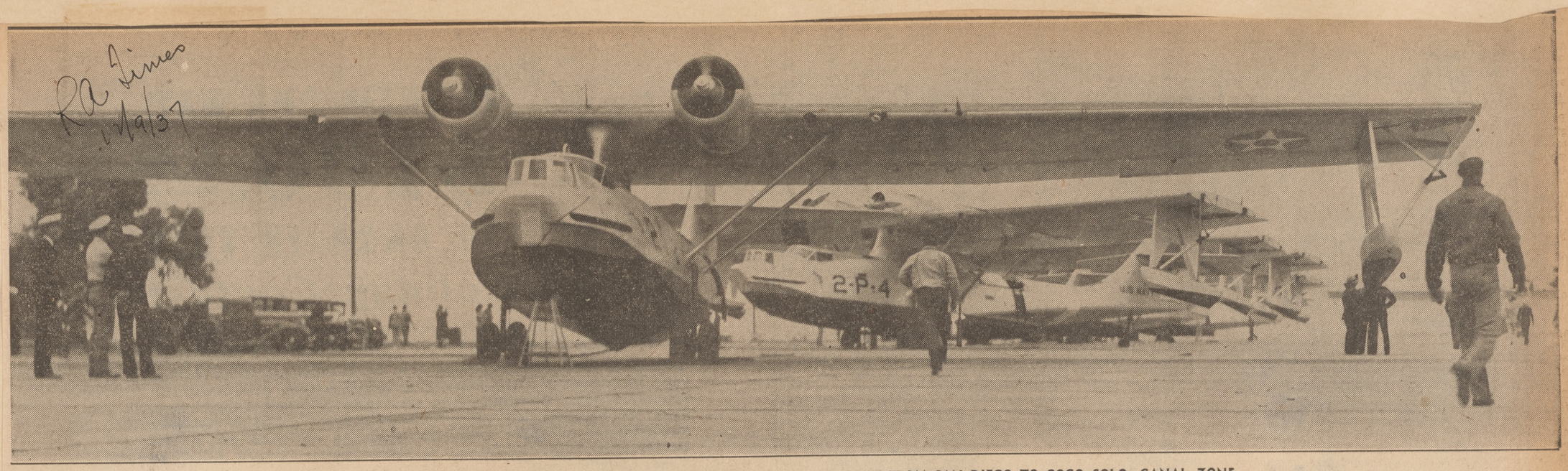

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See Story on Page 1, Page 2

It's Mystery Ship Except it Isn't—Consair's New 'Flying Battleship' Ready For Navy's Use

San Diego Club Life 12/5/37

That big new Consolidated Aircraft "flying battleship" is a very, very secret "mystery ship," except the Navy has let loose all the interesting data on her—that is, all except specifications and performance estimates.

The Navy didn't let out, for instance, that she has a powerful high-caliber machine gun turret mounted in the tail section to fire on any enemy ships creeping up on her.

The Navy didn't even let it be known what her wing span is (observers estimate it at about 125 feet), but that she is powered with four motors developing 4,200 hp. seemed fair information for the world to get.

It was all o. k. to tell about the hull fully protected from corrosion, and the fact that she is "impressively armed," and that quarters for the commissioned and enlisted personnel are among the most comfortable of any aircraft in the world.

"Luxury" Ship

The ship's company of the Navy's newest air "battleship" will have not only fine sleeping quarters, wardroom and foc'sle, but also a galley with electric ranges and refrigerators, clothes lockers, thermostatic-controlled heating and cooling systems, sound-proofed compartments and even a well-equipped workshop.

Furthermore, there is complete telephone service, fore and aft, so that the commanding officer on the "bridge" can 'phone his orders below and aft. (There are two main "decks")

All of these things the Navy gladly tells—even with an air of pride. But tell of the power and weight of her bombs? Oh, no! they don't tell that! Nor about the specific armament.

Nor top speed, nor cruising, nor landing speeds—none are disclosed (rumor: top speed is 180 mph., cruising 160 mph.) They don't tell the cruising range, either, although everybody who has followed such aviation developments knows very well it had better be more than 4,000 miles or the Navy wouldn't give 'em the contract. (The grapevine reports its cruising range is that and more—possibly 5,000 miles).

So, San Diego can be very proud of Consolidated's latest contribution to the Navy's air forces.

'FLYING FORTRESS' LAUNCHING TODAY

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For the fifth time in as many weeks, newsreel cameramen and press photographers arrived here last night from Los Angeles and Hollywood. They will take pictures of the navy's new "flying fortress" at 9 this morning.

The giant 4-motored plane will be launched by Consolidated early this morning and taken on its first test flight.

In accordance with instructions from the navy, the San Diego-California club publicity department yesterday completed arrangements for newsreel pictures. The aerial "shots" will be taken by a newsreel cameraman flying in a plane piloted by Lt. Fred Harper of the Naval Air station. The film then will be sent to the navy department and released to the five major newsreel companies from the bureau of aeronautics.

GIANT AIRBOAT FLIES FRIDAY

S D Tribune 12/10/37

Consair To Launch Craft On Wright Anniversary

Thirty-four years to the day after man's first flight in an airplane, Consolidated Aircraft Corp. at 9 a. m. Friday will launch an airboat described as a veritable flying battleship.

Thirty-four years ago on that same date Orville Wright made the first flight in an airplane when he lifted off the ground in a flimsy "crate" at Kitty Hawk, N. C., and remained in the air at one time for nine seconds.

The plane which will be launched by Consolidated Friday will be the huge, four-motored plane developed for the Navy's air fleet and reported capable of flying more than 5000 miles without refueling.

Air Monopoly Charged By Consair Executive

Loss Of Airboat Business Blamed To Failure Of Competitors To Open Foreign Fields

S D Sun 12/13/37

By HAROLD KEEN

The cry of "monopoly" is being heard in the aviation industry.

It was uttered late last week in hearings before the House Committee on Merchant Marine and Fisheries, and a San Diego aircraft company official made the charge.

I. M. Laddon, chief engineer and vice president of Consolidated Aircraft Corp., testifying on behalf of amendments to the Merchant Marine Act proposed by the U. S. Maritime Commission, told the committee that since 1929, the San Diego concern has been unable to get any significant commercial airboat business, a situation "brought about solely by conditions of monopoly that now exist in transoceanic airline operations."

The reference, of course, was to Pan American Airways' apparent stranglehold on the United States' transoceanic flying business, a position maintained by the gaining of concessions in foreign lands and the establishment of one of the most efficient systems of flight operations in the world.

14 Consair Liners'

Eight years ago, Consolidated built 14 Commodore flying boats used in the first trips from New York to Rio de Janeiro and Buenos Aires. Later they were acquired by Pan-American and are still in use, having compiled a phenomenal record of continual service.

But that ended large-scale production of commercial planes by Consolidated, Mr. Laddon explained to the committee.

"We endeavored to interest an airline in the purchase of a commercial version of the Navy airboat, six of which first made the San Francisco-Hawaii flight in 1934, but we were told the airlines were not interested.

"We now are manufacturing for the United States Navy 176 airboats but for some reason we cannot interest any commercial airline customer in them."

Subsidies Sought

Mr. Laddon's suggested solution was the granting of Federal subsidies for trans-oceanic air lines, similar to the subsidies given American merchant vessels under the 1936 Merchant Marine Act. Such action, he pointed out, would be of tremendous importance to the Pacific Coast and Southern California in particular, since a majority of American aircraft manufacturers are located here.

He said that the United States should have obtained concessions for landing in Bermuda, later making them available to any bidders, instead of requiring that bidders make their own arrangements. At present Pan American is the only company with concessions permitting it to bid.

Gott Testifies

Also testifying before the Committee was Edgar N. Gott, assistant to Maj. Reuben H. Fleet, president of Consolidated. Mr. Gott revealed that the San Diego concern recently has had inquiries about airboats from an American steamship company.

These negotiations are being made secretly, and no details are available, C. A. Van Dusen, another of Maj. Fleet's assistants, said in San Diego today.

Giant Airplanes Seen in Future

Richmond News Leader 12/17/37

Will Dwarf Any Now in Use, Is Claim.

WASHINGTON, Dec. 17.—(AP)—The size of future planes will dwarf any now in the air, aviation officials said today on the thirty-fourth anniversary of the first airplane flight by Orville and Wilbur Wright.

Orville Wright, who piloted the pioneer airplane on its first flight at Kitty Hawk, N. C., in 1903, will be honored tonight in New York at a dinner given by memebrs of the Institute of the Aeronautical Sciences.

He was here yesterday for a meeting of the National Advisory Committee for Aeronautics, an official government research agency which is working on problems of the giant skyliners of the future.

Wright departed from custom in attending the meeting. He has not flown in recent years and has stayed close to home at Dayton, Ohio, because of an old spinal injury.

Nevertheless, other airmen said, he is still one of the best aeronautical engineers in the United States and maintains interest in aeronautical research.

The original Wright plane, now housed in the British Museum, could be accommodated within the tail of one of the giant flying boats to be built next year, such as the fifty-five-ton sky giant planned by Consolidated Aircraft Corporation.

This and other boats planned or being built by the larger manufacturers—Glenn L. Martin, Igor I. Sikorsky, Donald Douglas and the Boeing Aircraft Company—indicate "the shape of planes to come," said Dr. George W. Lewis, research director of the National Advisory Committee.

'FLYING BATTLESHIP' TAKES FIRST FLIGHT

WASH. PC-STAR 12/18/37

$1,000,000 Plane Capable of Carrying Tremendous Load of Bombs Being Tested.

By the Associated Press.

SAN DIEGO, Calif., Dec. 18.—The Navy's new $1,000,000 "flying battleship," declared capable of carrying "a tremendous load of bombs" on long-range flights, took to the air for the first time yesterday.

The big ship soared for an hour over the city without exposing any of its closely-guarded secrets.

Heralded as the first of several projected aerial "superdreadnaughts," the plane is about twice the size of the Navy's big distance patrol planes, which fly nonstop 3,000 miles or more with ease. It is supposed to be capable of carrying 30 to 50 persons and is built so its guns can fight off attacking planes in all directions.

Further tests will be made before the plane is turned over to the Navy.

GUBA READY TO HOP FROM NEW ORLEANS

S D Sun 12/16/37

Richard Archbold, flying explorer for the American Museum of Natural History, was to leave New Orleans at noon today for Lake Medina, about 30 miles from San Antonio, on his return trip to San Diego, Consolidated Aircraft Corp. officials reported. His airboat, the Guba, was held up by bad weather at New Orleans yesterday. His recent trip, a cross-country test, took him to Miami for the All-American air maneuvers and to Havana, Cuba. Archbold will use the Consolidated-built plane on a proposed exploration trip of the wilds of New Guinea.

FLYING FORTRESSES PASS MIDWAY MARK IN MASS HOP

LA Times 12/9/37 Illustrated on Page 20, Part I

SAN DIEGO, Dec. 8. (U.P.)—Fourteen huge naval patrol bombers were roaring along the western coast of Mexico tonight en route to Coco Solo, Canal Zone, in the most ambitious long distance mass flight in naval history.

Aided by favorable weather, the squadron was picking up speed as it proceeded southward and at 10 p.m. was past the halfway mark in its 2664-mile nonstop hop from the North Island Naval Air Station.

Two hours earlier the planes were 1266 miles south of San Diego, off Manzanillo, Mex., and were streaking along on their route at an average speed of 152 miles an hour.

They flew directly over the Navy tanker Neches, en route here from the Canal Zone.

Lieutenant-Commander Bradford E. Grow was in charge of the squadron, with twenty-five officers and seventy-three enlisted men comprising the personnel.

It took just nineteen minutes from the time the flight leader lifted his plane from the water until the last of the squadron was streaking southward under overcast skies.

The planes are expected to traverse the overseas and jungle distance in twenty-four hours or less, depending on weather conditions.

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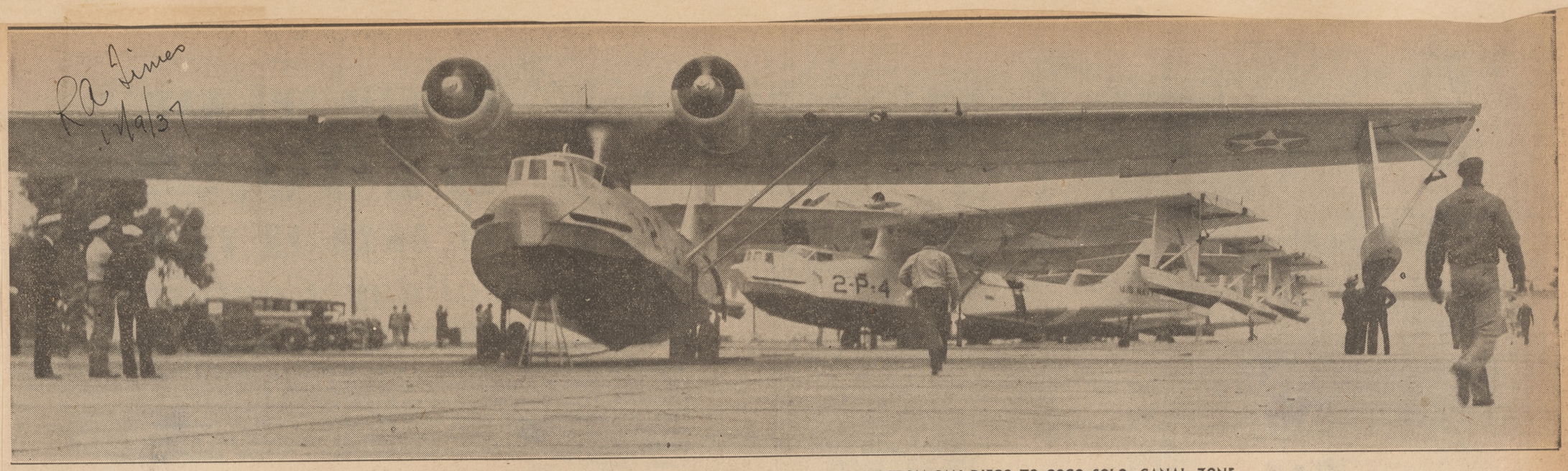

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The reference, of course, was to Pan American Airways' apparent stranglehold on the United States' transoceanic flying business, a position maintained by the gaining of concessions in foreign lands and the establishment of one of the most efficient systems of flight operations in the world.

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"We now are manufacturing for the United States Navy 176 airboats but for some reason we cannot interest any commercial airline customer in them."

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Gott Testifies

Also testifying before the Committee was Edgar N. Gott, assistant to Maj. Reuben H. Fleet, president of Consolidated. Mr. Gott revealed that the San Diego concern recently has had inquiries about airboats from an American steamship company.

These negotiations are being made secretly, and no details are available, C. A. Van Dusen, another of Maj. Fleet's assistants, said in San Diego today.

Giant Airplanes Seen in Future

Richmond News Leader 12/17/37

Will Dwarf Any Now in Use, Is Claim.

WASHINGTON, Dec. 17.—(AP)—The size of future planes will dwarf any now in the air, aviation officials said today on the thirty-fourth anniversary of the first airplane flight by Orville and Wilbur Wright.

Orville Wright, who piloted the pioneer airplane on its first flight at Kitty Hawk, N. C., in 1903, will be honored tonight in New York at a dinner given by memebrs of the Institute of the Aeronautical Sciences.

He was here yesterday for a meeting of the National Advisory Committee for Aeronautics, an official government research agency which is working on problems of the giant skyliners of the future.

Wright departed from custom in attending the meeting. He has not flown in recent years and has stayed close to home at Dayton, Ohio, because of an old spinal injury.

Nevertheless, other airmen said, he is still one of the best aeronautical engineers in the United States and maintains interest in aeronautical research.

The original Wright plane, now housed in the British Museum, could be accommodated within the tail of one of the giant flying boats to be built next year, such as the fifty-five-ton sky giant planned by Consolidated Aircraft Corporation.

This and other boats planned or being built by the larger manufacturers—Glenn L. Martin, Igor I. Sikorsky, Donald Douglas and the Boeing Aircraft Company—indicate "the shape of planes to come," said Dr. George W. Lewis, research director of the National Advisory Committee.

'FLYING BATTLESHIP' TAKES FIRST FLIGHT

WASH. PC-STAR 12/18/37

$1,000,000 Plane Capable of Carrying Tremendous Load of Bombs Being Tested.

By the Associated Press.

SAN DIEGO, Calif., Dec. 18.—The Navy's new $1,000,000 "flying battleship," declared capable of carrying "a tremendous load of bombs" on long-range flights, took to the air for the first time yesterday.

The big ship soared for an hour over the city without exposing any of its closely-guarded secrets.

Heralded as the first of several projected aerial "superdreadnaughts," the plane is about twice the size of the Navy's big distance patrol planes, which fly nonstop 3,000 miles or more with ease. It is supposed to be capable of carrying 30 to 50 persons and is built so its guns can fight off attacking planes in all directions.

Further tests will be made before the plane is turned over to the Navy.

GUBA READY TO HOP FROM NEW ORLEANS

S D Sun 12/16/37

Richard Archbold, flying explorer for the American Museum of Natural History, was to leave New Orleans at noon today for Lake Medina, about 30 miles from San Antonio, on his return trip to San Diego, Consolidated Aircraft Corp. officials reported. His airboat, the Guba, was held up by bad weather at New Orleans yesterday. His recent trip, a cross-country test, took him to Miami for the All-American air maneuvers and to Havana, Cuba. Archbold will use the Consolidated-built plane on a proposed exploration trip of the wilds of New Guinea.

FLYING FORTRESSES PASS MIDWAY MARK IN MASS HOP

LA Times 12/9/37 Illustrated Section Page 20, Part I

SAN DIEGO, Dec. 8. (U.P.)—Fourteen huge naval patrol bombers were roaring along the western coast of Mexico tonight en route to Coco Solo, Canal Zone, in the most ambitious long distance mass flight in naval history.

Aided by favorable weather, the squadron was picking up speed as it proceeded southward and at 10 p.m. was past the halfway mark in its 2664-mile nonstop hop from the North Island Naval Air Station.

Two hours earlier the planes were 1266 miles south of San Diego, off Manzanillo, Mex., and were streaking along on their route at an average speed of 152 miles an hour.

They flew directly over the Navy tanker Neches, en route here from the Canal Zone.

Lieutenant-Commander Bradford E. Grow was in charge of the squadron, with twenty-five officers and seventy-three enlisted men comprising the personnel.

It took just nineteen minutes from the time the flight leader lifted his plane from the water until the last of the squadron was streaking southward under overcast skies.

The planes are expected to traverse the overseas and jungle distance in twenty-four hours or less, depending on weather conditions.

Each of the planes, with a crew of seven officers and men, carried 1750 gallons of gasoline and weighed 28,000 pounds at the takeoff.

NORTH ISLAND FLIERS PRAISED FOR 22-HOUR HOP TO CANAL

SD Union 12/10/37

North Island naval aviation authorities were unanimous in declaring yesterday that the 22-hour flight of 14 airboats from San Diego to Coco Solo at the eastern entrance of the Panama canal was one of the finest exhibitions of airmanship in the history of flying.

In the annals of aviation it will be recorded as a breakfast-to-breakfast flight from California to the Canal Zone, for the 3080-mile hop along the coastal waters of two oceans and over the jungles and mountains of Nicaragua literally was achieved in that span of time. Many of the officers and men of Patrol Squadron 2 had breakfast soon after 7 a. m. at North Island Wednesday. They landed at Coco Solo yesterday in time for a similar repast.

Because the flight was classified by the bureau of aeronautics as merely a "routine transfer," no attempt was made to record it as a world record flight attempt under the rules of the National Aeronautic association and the Federation Aeronautique Internationale. It did not equal the present world record for distance held by Comdr. Knefler McGinnis in his 3281-mile nonstop flight from Coco Solo to San Francisco Oct. 14-15, 1935, but it exceeded in speed any existing universal record for aircraft of this type.

The flight added another brilliant chapter to the history of North Island airmen, military and naval, and brought added fame to San Diego as a city manufacturing aircraft equalling or exceeding the best produced elsewhere in America or in Europe.

ARCHBOLD DELAYS GUBA HOP TO S. D.

SD Union 12/15/37

Bad weather held Richard Archbold and his flying Guba at New Orleans yesterday, The Associated Press reported.

Archbold, who had planned to leave the Louisiana city for Madina lake, Tex., en route to San Diego, is expected to try the hop today. The flying explorer for the American Museum of Natural History will use the Consolidated Aircraft Corp.-built plane for scanning the wilds of New Guinea. He recently flew from San Diego to Miami non-stop for the All-American air maneuvers.

Aviation Progress

SD Tribune 12/11/37

San Diego made aviation news yesterday with two stories of national importance. One told of the departure of 14 San Diego-built planes for the Canal Zone, while another revealed that Consolidated Aircraft has been awarded a contract to construct 33 new naval patrol planes, at a cost of $4,500,000.

These two events would indicate that San Diego is becoming more and more an important aircraft center, particularly from the standpoint of national defense. Furthermore, it indicates a continuation of a large industrial payroll for this city. Recent completion of a large armored plane for the army by the local plant, also may lead to continued expansion of the industry here.

Ideal flying and working conditions, plus the proved ability to construct superior aircraft, make San Diego's business and industrial future look bright.

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FROM
[redacted]
W. P. FEHLMAN

DEC 10 1937

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DEC 13 1937
EAB

Cons. Aircraft Backlog $15,000,000

Unfilled orders held by Consolidated Aircraft Corp. now approximate $15,000,000, including the contract received from the Navy Department this week for 33 large patrol planes to cost $4,500,000. The corporation's backlog on September 30, 1937, amounted to $12,717,131, indicating substantially higher rate of deliveries during the current quarter than during the first nine months of this year.

For the nine months ended September 30, 1937, deliveries totaled $7,726,061.

DEC 9 1937

WASHN - CONSOLIDATED AIRCRAFT CORP OFFICIAL
SAYS AMERICAN EXPORT STEAMSHIP CO
INTERESTED IN AIR OPERATIONS

DEC 9 1937

DEC 10 1937

CONSOLIDATED AIRCRAFT
SAN DIEGO--BACKLOG OF UNFILLED ORDERS HELD BY CONSOLIDATED AIRCRAFT CORP NOW APPROXIMATES 15 000 000 DLRS INCLUDING THE CONTRACT RECEIVED FROM THE NAVY DEPARTMENT THIS WEEK FOR 33 LARGE PATROL PLANES TO COST 4 500 000 DLRS--
CORPORATION-S BACKLOG ON SEPTEMBER 30 1937 AMOUNTED TO 12 717 131 DLRS INDICATING SUBSTANTIALLY HIGHER RATE OF DELIVERIES DURING THE CURRENT QUARTER THAN DURING THE FIRST NINE MONTHS OF THIS YEAR
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ARCHBOLD IN TEXAS, DUE HERE TOMORROW

Tribune 12/14/37

On the second leg of a leisurely return flight from Miami, Fla., to San Diego, Richard Archbold, American Museum of Natural History explorer, took off today from New Orleans for San Antonio, Tex., the United Press reported.

Archbold expects to leave San Antonio in his Consolidated airboat for San Diego tomorrow morning, arriving here early tomorrow afternoon. The plane was flown non-stop from San Diego to Miami in 14 hours Dec. 3.

ARCHBOLD HOPS FOR SAN DIEGO; DUE THIS MORNING

SD Union 12/17/37

Returning to San Diego to make preparations for his flight to New Guinea, Richard Archbold, flying explorer for the American Museum of Natural History, took off from New Orleans at 9 last night.

In radio communications, Archbold reported to Bennett Boyd, local radio experimenter, that he expects to land on San Diego bay between 11 this morning and noon.

Archbold and his crew of four men are flying a huge Consolidated Aircraft plane named Guba, in which he flew non-stop from here to Miami two weeks ago. He flew to New Orleans Monday on the first leg of the return flight and was held there until last night by unfavorable weather conditions.

He plans to take off from here early next year en route to New Guinea. He will prepare for the first leg of the flight, from here to Hawaii, after his arrival today. The big plane will be used in the New Guinea wilds to carry supplies and equipment to the exploration caravan, Archbold said before he left.

Consair Giant, Army To Pay Air Tribute

SD Tribune 12/17/37

Launching of the most powerful Navy airboat in the world, and takeoffs of Army planes from Lindbergh Field at the exact moment Orville Wright soared from Kitty Hawk, N. C., 34 years ago, will constitute San Diego's celebration tomorrow of the anniversary of man's "taking wings."

The giant four-motored patrol bomber recently completed in Consolidated Aircraft Corp.'s experimental shops will be launched from the municipal ramp at the Coast Guard Air Base at 8:30 a. m. William Wheatley, the concern's chief test pilot, will subject the mighty airboat, built for the United States Navy, to its first flight tests over San Diego harbor.

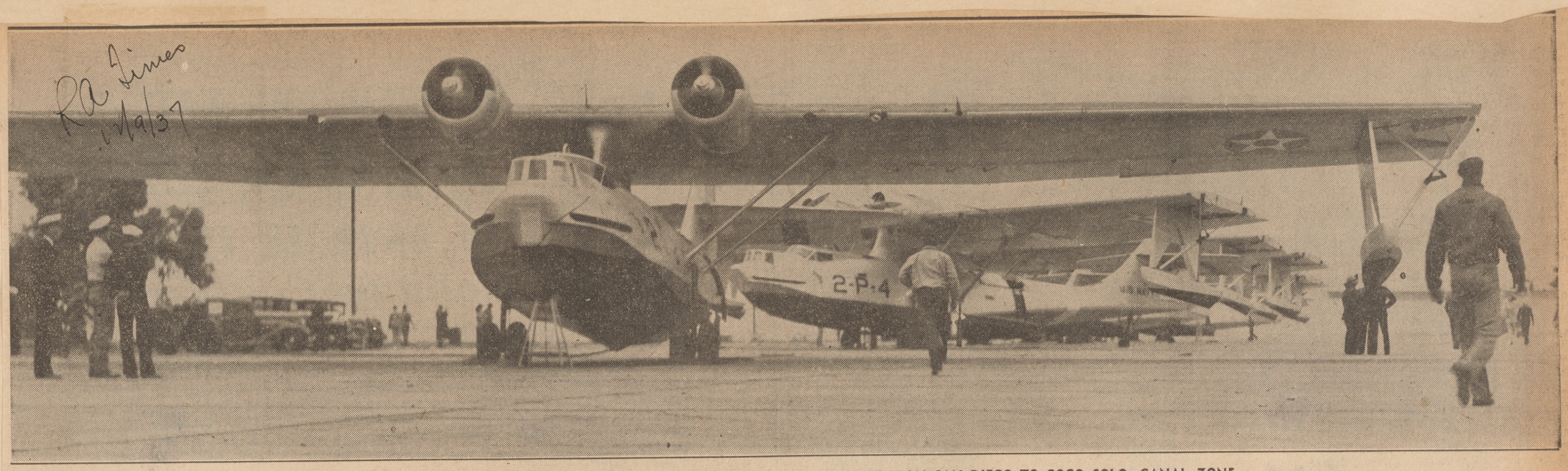
An hour earlier, Capt. Walter W. Gross, unit instructor of the

TWO ON ARCHBOLD HOP RETURN TODAY

SD Sun 12/17/37

Two Consolidated Aircraft Corp. officials were to return to San Diego today from Miami, Fla., where they accompanied Richard Archbold in a non-stop flight of a Consolidated-built airboat Dec. 3.

William Wheatley, chief test pilot, and Frank Learman Jr., assistant to the president, were to arrive by plane from the East today. Meanwhile, Archbold will remain in Florida several more days before flying his airboat back to San Diego to prepare for a trans-Pacific flight to Dutch New Guinea where he will lead an expedition for the American Museum of Natural History early next year.



FOURTEEN NEW NAVY "FLYING FORTRESSES" TAKE OFF FOR MASSED FLIGHT FROM SAN DIEGO TO COCO SOLO, CANAL ZONE

Fourteen of the Navy's newest and largest "flying fortresses" roared off from San Diego Bay yesterday on a 3080-mile flight down the west coast of Mexico and across the jungles of Nicaragua to Coco Solo, Canal Zone. The flight is expected to take twenty-six hours. Each plane carries rifles, revolvers and ammunition against a possible emergency landing in the jungles and mountains of Nicaragua when the seaplanes cut across Central America, but Navy spokesmen are confident flight will be made "without incident." The above picture shows the giant bombers lined up on the ramp ready for single take-offs. The planes massed at rendezvous off coast of California. (AP photo)

See Story on Page 1, Page 2

It's Mystery Ship Except it Isn't—Consair's New 'Flying Battleship' Ready For Navy's Use

San Diego Club Life 12/5/37

That big new Consolidated Aircraft "flying battleship" is a very, very secret "mystery ship," except the Navy has let loose all the interesting data on her—that is, all except specifications and performance estimates.

The Navy didn't let out, for instance, that she has a powerful high-caliber machine gun turret mounted in the tail section to fire on any enemy ships creeping up on her.

The Navy didn't even let it be known what her wing span is (observers estimate it at about 125 feet), but that she is powered with four motors developing 4,200 hp. seemed fair information for the world to get.

It was all o. k. to tell about the hull fully protected from corrosion, and the fact that she is "impressively armed," and that quarters for the commissioned and enlisted personnel are among the most comfortable of any aircraft in the world.

"Luxury" Ship

The ship's company of the Navy's newest air "battleship" will have not only fine sleeping quarters, wardroom and foc'sle, but also a galley with electric ranges and refrigerators, clothes lockers, thermostatic-controlled heating and cooling systems, sound-proofed compartments and even a well-equipped workshop.

Furthermore, there is complete telephone service, fore and aft, so that the commanding officer on the "bridge" can 'phone his orders below and aft. (There are two main "decks")

All of these things the Navy gladly tells—even with an air of pride. But tell of the power and weight of her bombs? Oh, no! they don't tell that! Nor about the specific armament.

Nor top speed, nor cruising, nor landing speeds—none are disclosed (rumor: top speed is 180 mph., cruising 160 mph.) They don't tell the cruising range, either, although everybody who has followed such aviation developments knows very well it had better be more than 4,000 miles or the Navy wouldn't give 'em the contract. (The grapevine reports its cruising range is that and more—possibly 5,000 miles).

So, San Diego can be very proud of Consolidated's latest contribution to the Navy's air forces.

'FLYING FORTRESS' LAUNCHING TODAY

S D Union 12/9/37

For the fifth time in as many weeks, newsreel cameramen and press photographers arrived here last night from Los Angeles and Hollywood. They will take pictures of the navy's new "flying fortress" at 9 this morning.

The giant 4-motored plane will be launched by Consolidated early this morning and taken on its first test flight.

In accordance with instructions from the navy, the San Diego-California club publicity department yesterday completed arrangements for newsreel pictures. The aerial "shots" will be taken by a newsreel cameraman flying in a plane piloted by Lt. Fred Harper of the Naval Air station. The film then will be sent to the navy department and released to the five major newsreel companies from the bureau of aeronautics.

GIANT AIRBOAT FLIES FRIDAY

S D Tribune 12/10/37

Consair To Launch Craft On Wright Anniversary

Thirty-four years to the day after man's first flight in an airplane, Consolidated Aircraft Corp. at 9 a. m. Friday will launch an airboat described as a veritable flying battleship.

Thirty-four years ago on that same date Orville Wright made the first flight in an airplane when he lifted off the ground in a flimsy "crate" at Kitty Hawk, N. C., and remained in the air at one time for nine seconds.

The plane which will be launched by Consolidated Friday will be the huge, four-motored plane developed for the Navy's air fleet and reported capable of flying more than 5000 miles without refueling.

Air Monopoly Charged By Consair Executive

Loss Of Airboat Business Blamed To Failure Of Competitors To Open Foreign Fields

S D Sun 12/13/37

By HAROLD KEEN

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'FLYING BATTLESHIP' TAKES FIRST FLIGHT

WASH. PC-STAR 12/18/37

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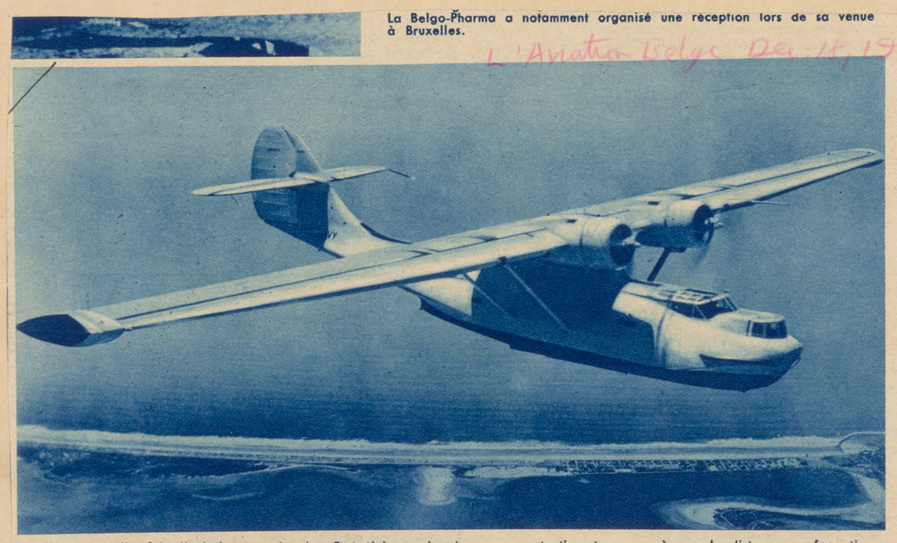
CONSAIR INVITED TO SUBMIT BIDS ON AIR GIANTS



La Belgo-Pharma a notamment organisé une réception lors de sa venue à Bruxelles.

L'Aviation Belge Dec 15, 1937

Une nouvelle fois l'aviation navale des Etats-Unis se signale par un retentissant voyage à grande distance en formation. Quatorze hydravions bimoteurs Consolidated P. B. 3, déjà décrits dans notre publication, on couvert, sans escale, en 22 h., soit à la moyenne de 227 km./h., les 5,000 km. séparant Colon (Canal de Panama) de San Diego. Le personnel se trouvant à bord de ces appareils se composait de 23 officiers et 73 hommes. On voit ici la photographie d'un de ces appareils dont les flotteurs latéraux se ramènent en vol dans le prolongement de l'aile.

— 13 —

O. K. FIRST HOP OF 'FLYING BATTLESHIP'

SD Tribune 12/11/37

For a while this morning San Diego's sky lanes were filled with Consolidated Aircraft Corp.-built planes. While the "flying battleship" was warming up on the bay several navy patrol planes from North Island, which have been operating this week in California coast maneuvers, returned and landed. At 10:10 a.m., only 10 minutes after the new plane was in the air, Richard Archbold, air explorer, landed after a flight from New Orleans. A navy plane carrying newsreel men wove around the YPB2Y-1 during the time it was aloft.

In general appearance about twice the size of the PBY-type patrol planes which the aircraft firm has made here for the navy, the "flying battleship" carries every facility for extended flight and comfort of personnel. These nclude commodious sleeping quarters, living quarters, a galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventins good system, soundproofing and well-equipped workshop. ith & I is strictly a "San Diego product having been designed and built since Consolidated moved its plant here from Buffalo in 1935. Plans for the craft were prepared two years ago, actual construction work beginning a year ago.

Five in Firts Hop

Consilidated Aircraft Corp. officials, looking to the development of larger, more powerful planes for transoceanic commercial use, were on hand in a unit for this morning's launching and flight. Also "on the line," immediately behind the new craft, was navy patrol plane 10-P-11, the 100th patrol plane turned out by the plant for the navy, Consolidated having manufactured 1500 tons of navy patrol planes during the last year, each weighing 15 tons. An output of about 150 is expected during the coming year.

Capable of carrying from 30 to 50 persons, the new plane had five in it during today's flight. They are W. B. Wheatley, test pilot for Consolidated; George J. Newman, assistant test pilot; Henry Mandolf, project engineer; Jack Kline, flight engineer, and R. R. Keith, assistant flight engineer.

While official figures of the craft's size and performance ability were withheld, one official stating "we're giving no information on feet, inches, pounds or ounces," it was reported that there were approximately 600,000 rivets in the plane.

"We know," said an official. "We actually counted 500,000."

The designation XPB2Y-1 "breaks down" into the following meaning: "Experimental patrol bomber, second type, built by Consolidated, and the first craft of its type."

NAVY READY TO TAKE OVER NEW PLANES

Seattle Officers Arrive To Await Delivery Of Bombers

SD Sun 12/16/37

To take delivery on six new Consolidated PBY-type patrol bombers, Lt.-Comdr. John Perry and approximately 30 officers and men of Seattle's Patrol Squadron 17 arrived in San Diego harbor from the northwest yesterday afternoon.

The flight personnel "ferried" five PM-type seaplanes from the Sand Point Naval Air Station, stopping at Santa Cruz Monday night en route south. They took off from Santa Cruz early yesterday and landed here at 2:43 p. m.

New Units Commissioned

Squadron VP-17 is one of three newly commissioned seaplane units based at Seattle, and recently completed six weeks' maneuvers under difficult flight conditions at Sitka, Alaska, the Navy's northernmost air base where all-year operations were started last summer.

The six Consolidated long-range patrol bombers will be the first of this type of airboat to be delivered to the Seattle base, North Island officials reported. The squadron will receive them by February, it was indicated and will make a non-stop flight to Seattle at that time.

Maneuvers On Today

Meanwhile, three San Diego patrol squadrons, consisting of 30 patrol bombers, today are concentrated off the central California coast, at San Luis Obispo, Monterey and San Francisco, participating in open-sea maneuvers with the aircraft tenders Wright, Sandpiper and Lapwing. They are expected to return here Saturday.

SD Sun 12/27/37

BANK CLEARINGS

FRIDAY, DEC. 24

San Diego	$ 1,640,067
San Francisco	30,800,000
Berkeley	586,472
Oakland	1,385,300

CONSAIR DECLARES $287,200 DIVIDEND

SD Union 12/11/37

Common stockholders of Consolidated Aircraft Corp. will split a $287,200 Christmas dividend, the initial payment on common stock, it was announced yesterday in San Francisco.

The special dividend will amount to 50 cents a share for 1800 holders of 574,400 shares, The Associated Press reported. The payment will be made Dec. 27 of record Dec. 20.

Regular quarterly dividend of 75 cents a share will be paid Dec. 24, of record Dec. 14, to 450 preferred stock owners.

PLANE COMPANY EXPANDS PLANT

With current backlog of unfilled orders standing at $6,125,000, the highest figure in the company's history, officials of the Lockheed Aircraft Corporation yesterday announced plans for immediate construction of additional plant units designed to increase the present factory floor space by 25,000 square feet. Upon completion of these improvements, total floor space of the factory will be 240,000 square feet. Cost of buildings and improvements will be in the neighborhood of $41,500.

Largest of the new units will be a finished parts stockroom adjoining the main assembly hangar. Finished parts for the three types of Lockheed transports will be stored here within easy access of the major assembly lines. Other improvements include a stockroom for upholstery materials and an addition to the hydro-press building in the sheet metal department.

Lockheed officials announced that since receiving confirmation of a large number of orders last month, the employment figure has jumped to 1844. At the present time the factory is adding men daily and this will continue until an additional 500 men have been added.

CONSAIR TO BID ON SUPER-LINERS FOR SKY FLEET

SD Union 12/11/37

Flying boats to span the Atlantic in 15 hours?

That was the opinion hazarded yesterday when Consolidated Aircraft Corp. and seven other American Aircraft manufacturers were asked to submit bids on construction of giant 100-passenger, high-speed planes for Pan American Airways. The bid call was reported by The Associated Press in a dispatch from Washington, D. C.

Officials of the company, which this week was awarded a $4,500,000 order for navy patrol planes, said no official word of the Pan American Airways request had been received yet, but that the matter "likely is in the mail."

Cruising speed asked would place London within 14 or 15 hours of New York City. The desired craft would fly at a speed of 274 miles an hour at an altitude of 20,000 feet. The company called for bids in groups of three, six and 12, indicating it desired a sizeable fleet.

Largest Operator

Pan American, largest operator of transoceanic air lines in the world, with routes already extending to China and South America, invited the bids from eight domestic manufacturers. It was considered likely the planes would be used for both Atlantic and Pacific routes.

The planes probably would be twice the tonnage of the fleet of flying boats being fabricated by the Boeing Aircraft Co., Seattle, for P.A.A. The Boeings will weigh 85,000 pounds fully loaded and will have a wing span of 152 feet. Bids are to be delivered to Col. Charles A. Lindbergh, chairman of Pan American's technical committee, by March 15, 1938.

The first of the proposed giant craft probably would not be put into operation before late 1940 or early 1941. Each plane would carry a crew of 16. All details as to wing span, size of fuselage and type of power were left to the manufacturers. Manufacturers were asked to describe both single and double staterooms which could be built into the plane.

Eight Firms Listed

The eight companies asked to submit bids are: Boeing Aircraft Co., Seattle; Consolidated Aircraft Corp., San Diego; Curtiss-Wright Corp., Buffalo, N. Y.; Douglas Aircraft Co., Santa Monica; Lockheed Aircraft Corp., Burbank; Glenn L. Martin Co., Baltimore; North American Aviation, Inc., Englewood, and Sikorsky Aircraft, division of United Aircraft Corp., Bridgeport, Conn.

This week's new navy order for $4,500,000 worth of planes and parts from Consolidated raises the firm's total backlog of unfilled orders to about $15,000,000, The Associated Press reports in a dispatch from San Francisco. Company officials state that at the rate of deliveries during the last nine months the backlog is sufficient to maintain operations for 14 or 15 months.

CRAFT USED FOR OCEAN CROSSING

SD Tribune 12/11/37

Consolidated Aircraft Corp. of San Diego is one of eight airplane firms in the United States asked by Pan American Airways to submit bids on construction of giant 100-passenger, high speed planes for possible Atlantic or Pacific service, The Associated Press reports in a dispatch from Washington, D. C. The request from Pan American Airways came within 48 hours after Consolidated was awarded a $4,500,000 order for navy patrol planes.

Cruising speed asked would place London within 14 or 15 hours of New York City. The desired craft would fly at a speed of 274 miles an hour at an altitude of 20,000 feet. The company called for bids in groups of three, six and 12, indicating it desired a sizeable fleet.

Largest Operator

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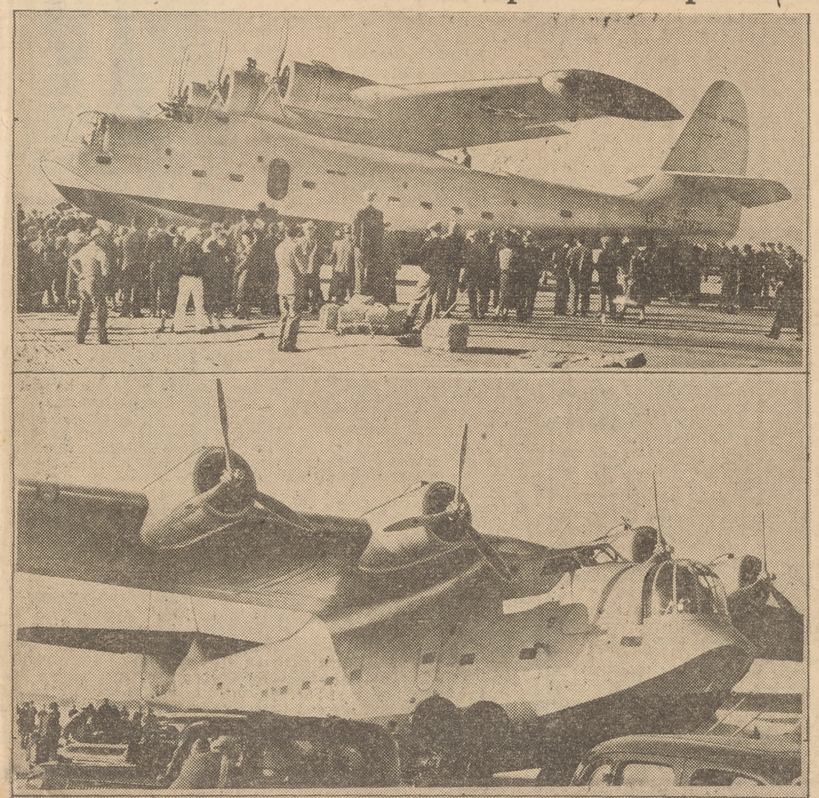
Another Associated Press dispatch from San Francisco states that common stockholders of Consolidated will split a $287,200 Christmas dividend, the initial payment on common stock, the special dividend amounting to 50 cents a share for 1800 holders of 574,400 shares. The payment will be made Dec. 27, of record Dec. 20. Regular quarterly dividend of 75 cents a share will be paid Dec. 24, of record Dec. 14, to 450 preferred stock owners.

WORLD'S LARGEST BOMBER LAUNCHED BY NAVY IN S. D.

Newest 'Air Battleship' Goes Up



The deadliest air weapon of any navy in the world, launched in San Diego harbor today, is shown above, in two views. Built secretly by Consolidated Aircraft Corp. for the U. S. Navy, the mighty "air battleship" took to the air exactly 34 years after Orville Wright made man's first airplane flight.

PLANE COSTING MILLION FLIES ABOVE CITY

Consair Product Climaxes 34 Years' Progress In Aviation

Exactly 34 years after Orville Wright soared uncertainly for a few seconds above Kitty Hawk, N. C., the mightiest military plane in the world was launched in San Diego harbor today.

Built in Secret

Climaxing more than three decades of aviation progress, the four-motored, million-dollar "air battleship" of Consolidated Aircraft Corp., built under conditions of strictest secrecy, took to the air for the first time at 10 a. m. today, on the 34th anniversary of man's "taking wings."

While hundreds crowded the shore near the municipal ramp at the Coast Guard Air Base, the giant airboat—twice the size of the Navy's largest bombers now in active service—touched water at 9:22 a. m., moved away from the ramp at 9:40 a. m., and actually took off at 10 a. m.

20-Minute Tune-up

For 20 minutes the flight crew, consisting of W. B. Wheatley, chief test pilot; George Newman, assistant test pilot; Jack Kline, assistant foreman of final assembly; Henry Mandolph, project engineer, and R. R. Keith, assistant flight engineer, accustomed themselves to the controls and other equipment before lifting the 25-ton airboat from the water.

At the moment the plane left the water, a whistle sounded in the Consolidated plant, and 3000 workmen poured out of the buildings to watch the airboat in flight.

At 11:15 a. m., after circling low over the city and harbor for one hour and 15 minutes, the plane landed at almost the same spot opposite North Island it had taken off while heading toward Point Loma.

Dimensions Revealed

Dimensions of the bomber, a Navy secret throughout its period of construction, were unofficially revealed today. Despite the fact the bomber is approximately twice as heavy as its predecessor, the PBY-type now being delivered to Navy patrol squadrons, the wingspread is only 11 feet longer—forming a span of 115 feet.

The four 1050-horsepower engines are mounted in the wing, which is full cantilever type, without external supports. Cruising speed will be well over 150 miles per hour, at which rate the PBY planes can operate at 57 per cent horsepower. Top speed is expected to be more than 200 miles per hour.

Can Carry 50

Consolidated officials said that this newest air weapon of the United States Navy can be easily converted into a transatlantic passenger plane, carrying 30 passengers and six crew members. On shorter flights, the graceful hull would have a 50-passenger capacity, according to Maj. Reuben

Turn to Page 2, Col. 3.

-OVER-

New Aircraft Would Dwarf China Clipper

If the latest designs of American aircraft engineers are any indication, the modern "clipper" planes will be mere dwarfs in the near future.

This was indicated when Glenn L. Martin recently announced plans for a new air monster, which will weigh 58 tons, more than twice that of the China Clipper-type flying boat now in service on Pan-American transpacific lines.

The projected new plane, dimensions of which were revealed by Martin on the recent launching of the Soviet Clipper, probably would be put in transatlantic passenger and freight service—possibly on a non-stop schedule between the United States and a Mediterranean port yet to be designated.

Consolidated Aircraft Corp. of San Diego recently announced it also had plans for a super-airboat, of the type the U. S. Maritime Commission has recommended large-scale development to supplement the Merchant Marine.

The Soviet Clipper, with a gross weight of 63,000 pounds and a wingspread of 157 feet, was the largest airplane ever built in this country. Powered by four 1000-horsepower motors inserted in the leading edges of its wings, it has a flying range of between 3500 and 4000 miles—more than 1000 greater than the longest over-ocean route now in existence.

With tanks carrying their maximum of 4260 gallons of gasoline, the Soviet Clipper could, cruising at 10,000 feet with three motors in service, carry a 10-man crew, 46 passengers and a pay-load of freight non-stop from New York to London and 1000 miles beyond.

S. D. Held Certain To Play Important Rol In Production of Ocean-Flying Boats

Craft Designed At Consolidated Plant Here

By NEWELL JONES

American shipping soon may dominate the seas again—but along the skyways instead of the ship lanes.

And San Diego may play an important part in this regaining of United States merchant marine supremacy.

That's the real story behind the news these past few days of new and bigger schemes for transatlantic airways. Large-scale transoceanic flying has attainead reality so quickly—even the Pacific clippers scarcely prepared the imagination for the magnitude of aviators' transatlantic visions—that the broad significance of latest plans is not yet fully apparent, even to some aviation authorities. Some of the experts—San Diego's own Maj. Reuben H. Fleet, head of Consolidated Aircraft Corps., for instance—have seen and indicated this significance, though. And, in Fleet's fords, "it's enormous."

Briefly, in the terms of no less an authority than the United States martime commission, "transoceanic aviation looms an an important competitor of express-passenger vessels of the superliner type." There's every indication that the word "competitor" within a few years may be supplanted by "successor." And because the United States is the recognized leader of the world in construction and operation of commercial aircraft, it can, if it safeguards that leadership, become dominant in this all-important phase of ocean shipping. And because it is a headquarters for manufacture of long-range transoceanic flying boats, San Diego may take an important part in the development.

End of Long Decline

Arrival of the new era would mark the end in a long decline of the American merchant marine.

Away back in colonial days, sharp-witted Yankee traders and shipbuilders, playing their part in the building of a new nation, wisely reasoned that speed was the important factor in ocean travel. Faster and faster ships began coming out of American yards. Slowly and then quicker and more quickly, American ships drew passengers and cargo away from mighty Britain's East India Co., then dominant on the seas.

Then, in 1832 at Baltimore, a trim new ship, slid down the ways. There never had been a merchant sailing vessel quite like it before. It was full rigged, with a tall tapering sail plan, instead of the customary square canvas. It had yacht-like lines, a low freeboard and raking masts and stem and stern posts. It was the Ann McKim, 493-ton ship built for Isaac McKim. It was the first American "clipper ship."

The American clippers, fleetest merchantmen afloat, definitely brought the nation dominance on the trade and passenger lanes.

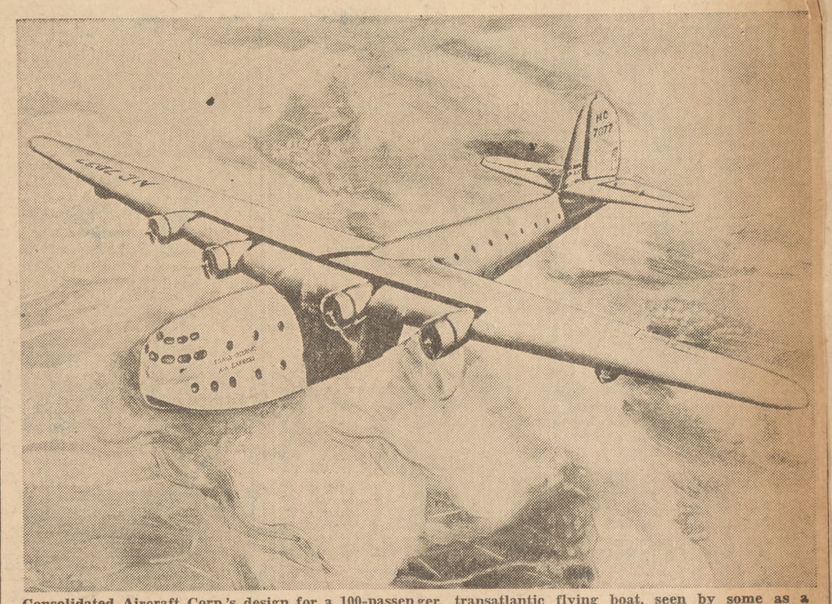
But in the same country, before the clippers scarcely had reached their peak in development, something else happened. Steam came to ships of the sea. And somehow, despite the lead given to them by Robert Fulton, Ame... ...ippers and shipbuilders allowe... ...ope to forge ahead in development of the steamer.

The American merchant marine slumped into a stagnation from which it never recovered.

Change Promised

But today, on the drawing boards and in the files of Consolidated, Boeing, Curtiss-Wright, Douglas, Glenn Martin, North American, and Sikorsky are plans and dreams of fliers and aeronautical engineers which promise to change all that—and soon. These and the airways developments of the past few days—a bid call by Pan-American Airways for 100-passenger transatlantic airliners, and proposals in congress for ocean airline subsidies like those granted to the steamers—promise not only a new era in ocean travel, but in American shipping and trade.

"The possibilities are enormous,"



Consolidated Aircraft Corp.'s design for a 100-passenger, transatlantic flying boat, seen by some as a forerunner of the return of American merchant marine supremacy.

Fleet commented the other day. "If the government spent $50,000,000 in subsidies at the start, I'm sure the sum would be repaid within a few years in taxes upon new business alone."

Development of transatlantic airlines on a large scale, the San Diego aviation head explained, not only would provide a faster and more comfortable means of Atlantic travel. It would bring American business millions of dollars in new trade.

Firmer, friendlier relations between American and European businessmen would be establish... through their relatively greater proximity and consequently more frequent personal contacts. And, able to cross between New York and London or Paris in a day or a night, business executives could develop vast new foreign trade which they simply haven't the time to develop under present conditions. At the same time, the American airliners which brought this about would be re-establishing America's shipping supremacy.

Nor is it all any idle dream. It's in the making now. Pan-American's clipper service across the Pacific has shown the way. In mail receipts alone, it already has repaid all but 10 percent of the government's subsidy investment in it.

And, staggering as it may be to the imagination, the clippers are almost as sparrows to eagles in comparison to the ships which the experts promise soon will be crossing the Atlantic.

No Idle Dream

The Atlantic will be regularly spanned in 12 hours, planes carrying 100 passengers in utmost comfort and safety. And that, the experts assure, is no idle dream of the distant future, either. Aeronautical engineers know that such super flying boats can be built now. All that ...s needed is assurance of a return on the costs. And the aviation interests are sure that passengers and mail soon will bring that, if the government can only supply the primer, in the form of subsidies.

Pan-American's bid-call specifications ask for a flying boat capable of carrying 100 passengers between America and Europe on a regular schedule of 15 hours or less.

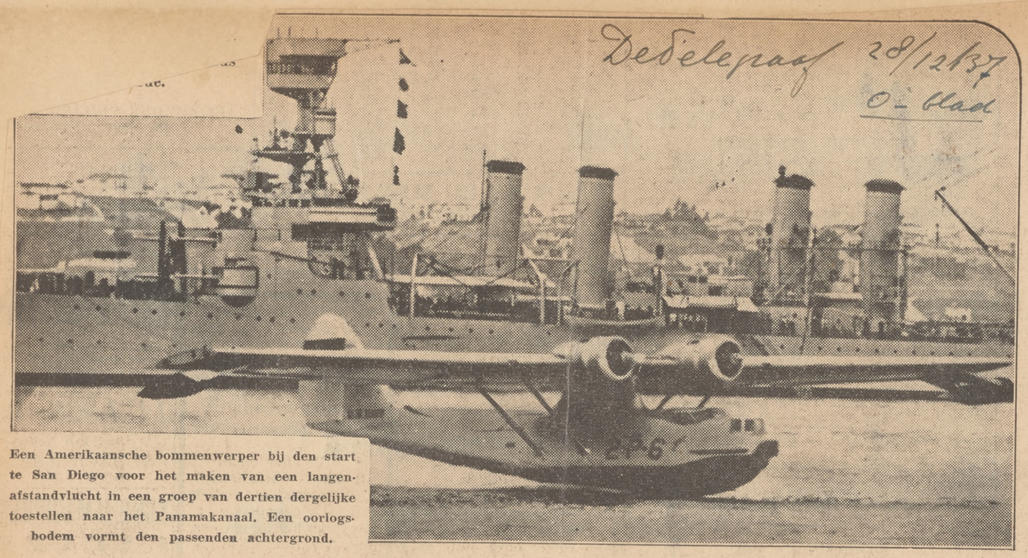
The builders are ready to meet those specifications. In fact, only a few days ago Consolidated announced it had designed such a craft.

A pioneer in ...ocean flying boat construction, a ... of air-boats for the com... and the navy for the past 10 years, Consolidated designed a liner to carry 100 passengers and a ton of mail across the Atlantic in 18 hours. Its design calls for three decks within its great hull, sleeping compartments, dining room, rest rooms and cocktail lounge. Four engines of 6000 horsepower would drive it at more than 190 miles per hour.

That's double the payload possible in present transoceanic planes, and a greater flying radius, too.

And just how suddenly this new horizon in aviation has dawned and how its full significance has escaped wide attention so far, is revealed in the maritime commission's own recent expressions on the subject. The expressions were voiced only a brief time ago, but the actualities already have outstripped their prediction. The commission saw only "flying boats carrying 40 or 50 passengers, capable of crossing the Atlantic on a non-stop flight in 20 hours, and with transportation costs under those of super-liners of today."

And just how the airliner will replace the surface ship as a passenger and mail carrier is shown by the maritime body's estimate that 18 transatlantic flying boats could be manufactured at almost one-third the $50,000,000 cost of a new super-steamer.



De Telegraaf 28/12/37
O-blad

Een Amerikaansche bommenwerper bij den start te San Diego voor het maken van een langenafstandvlucht in een groep van dertien dergelijke toestellen naar het Panamakanaal. Een oorlogsbodem vormt den passenden achtergrond.

Coco Solo Bound--Their Goal's 3080 Miles Away

Manned by ninety-eight officers and men, fourteen Navy patrol bombing planes roared off San Diego Bay yesterday. It marked the start of a 3080-mile flight down the West Coast of Mexico and across the jungles of Nicaragua to Coco Solo, Canal Zone. Lieut. Commander Bradford E. Grow, who is in command of the flight, is pictured above with part of the group making the trip. Left to right, front row, kneeling: Lieut (J. G.) Salem Van Every, Aviation Cadets Lauren Hawes, Charles Eastman, Paul E. Kohler, Walter L. Meili, H. M. Kincheloe, Otto Finley, P. K. Blesh and Roger Hutchins and back row, left to right, standing: Lieut. (J. G.) Charles L. Westhofen, Lieuts. W. C. Asserson, G. J. Dufek, A. B. Thompson, D. S. MacMahan, Lieut. Commander Grow, Lieuts. D. J. Sullivan, L. A. Morris, L. B. Southerland and Lieut (J. G.) J. B. Vredenburgh.

—Picture From International News Photograph Service.

AIRCRAFT MAGNATE S. D. VISITOR

Friendly, courteous John D. Hertz (left), founder of the Yellow Cab Co., stockholder and a director of San Diego's Consolidated Aircraft Corp., chats with Maj. Reuben Fleet, Consolidated head, on a visit here.

S D Union 1/5/38

Hertz Finds Consair Plant Among Most Modern in U. S.

Founder of Yellow Cab Co. Visits Fleet; Has Praise For Climate, Young Men Working at S. D. Factory.

"You can get anything in this world you want—if you strive for it."

Proof of his statement can be seen in the success of John D. Hertz, stockholder and a director in the Consolidated Aircraft Corp., who came here yesterday to visit San Diego as the guest of Maj. Reuben Fleet, Consair president.

Not eager to be "quoted for publication," Hertz spent nearly an hour chatting pleasantly and courteously about his trip, his impressions of San Diego and, only when urged, about his business affairs and successes.

"I came here to visit Maj. Fleet and to see the Consolidated plant," he explained.

Plant, Personnel Praised

"You have one of the country's most modern plants," he said as he warmed to the subject. "I have never seen better appearing personnel. You have such fine-appearing, young men."

As to San Diego's climate—

"You have it.

"I came here from Chicago, where everything was covered with ice. First it rained, then it sleeted, then it froze. In San Diego I found men working out-of-doors in their shirt sleeves."

Stock in San Diego's aircraft company is not the only interest Hertz has in aviation. He is the largest stockholder in the TWA. The Hertz family bought its first plane in 1928. The family has been flying ever since. His office is in New York city, his home is Cary, Ill., and he owns an estate in Florida. Travel between always is by air.

A reporter on the Chicago Record for nearly 15 years, Hertz made his first venture into the transportation field in 1915 when he founded the Yellow Cab Co. in Chicago with a dozen used cars. In one winter the cars paid for themselves.

Then he branched out into the bus business, first in Chicago and then in New York. Now he is chairman of the board of Omnibus Corp. of America, a director in numerous bus companies, a partner in Lehman Brothers, New York city banking house; a director in Hileah park, Miami; in Paramount Pictures, Inc., and in the Studebaker Corp.

Visits Santa Anita Track

With his wife, owner of Reigh Count, noted race horse, and of a breeding farm north of Chicago, Hertz had to visit the Santa Anita race track.

"One of the finest tracks in the country and extremely well-managed," was his reaction to California's biggest racing plant.

Hertz expects to spend the rest of week on the coast and then fly east. He was honored at an informal luncheon yesterday in the Cuyamaca club.

4★SERV
★ Associated Press ★
★ International News S
★ United Press

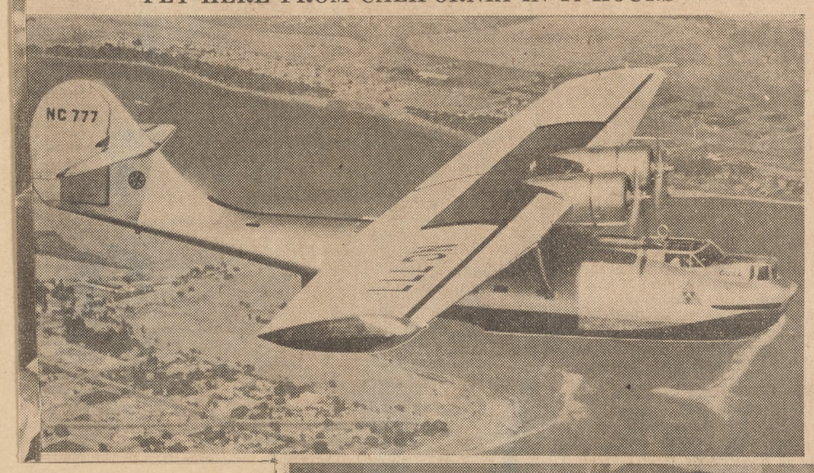
MIAMI DAILY NEWS

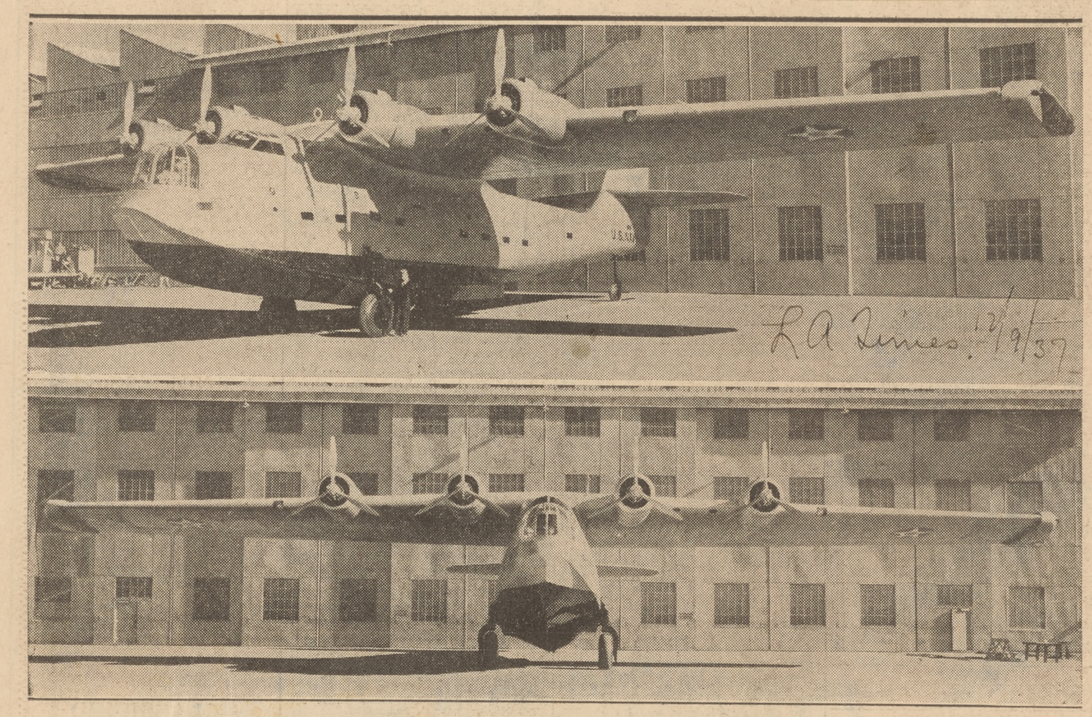
HOME EDITION

Weather—Partly cloudy, slightly warmer tonight and Sunday. Details on page 11. Water temperature, 11 a. m., 71. Air temperature, 2 p. m., 73.

VOL. XLII. NO. 358. MIAMI, FLA., SATUR AY, DECEMBER 4, 1937 FIVE CENTS

FLY HERE FROM CALIFORNIA IN 14 HOURS





TWO VIEWS OF NEW AIR BATTLESHIP BUILT FOR UNITED STATES NAVY

A giant four-motored "air battleship," built for the Navy at San Diego, is shown here in two of its first official photos. The flying boat is an all-metal monoplane with a full cantilever type wing mounting four engines of 1050 horsepower each. It is called practically invulnerable. Details on armament and capacity are secrets.

(AP) photo

Top picture shows the plane in which Richard Archbold and Russell Rogers, co-pilot, right and left below, flew to Miami from San Diego in 14 hours and 10 minutes. They landed at Pan American base early today after the flight, first non-stop ever performed from the Pacific coast to Miami.

HOP TO MIAMI FROM PACIFIC MAKES RECORD

Cochran Smashes Time In Four-Hour Flight From New York

TO VISIT AIR RACES

San Diego Trip Establishes First Mark For Cross Country

The second non-stop distance flight to Miami in successive days ended here at 7:40 a. m. today when Richard Archbold, wealthy scientist and aviator, completed a 2,300-mile transcontinental hop from San Diego, Cal.

Jacqueline Cochran, 26-year-old New York woman flier, set a speed record of four hours and 12 minutes in a flight from New York city which ended at 3:21 p. m. yesterday at municipal airport. Averaging 278.13 miles an hour on her trip south, Miss Cochran beat the fastest time ever recorded either way between the two cities by eight minutes. That mark was set northbound by Howard Hughes.

The bushy-haired Archbold set his huge flying boat, similar to the U. S. navy bombers which have flown between California and Hawaii, down at International airport, Dinner key. The Pan American base had been in touch with the craft, which used the base's radio direction finder.

Exact flying time from San Diego to Miami was 14 hours and 10 minutes. The mark is an original record, since the two cities have never previously been linked in a non-stop flight.

Accompanying Archbold here were Russell Rogers, co-pilot; Gerald Brown, flight engineer; Raymond Booth, radio operator; William Sanderson, mechanic; Irwin K. McWilliams, engineer inspector of U. S. department of air commerce; William Wheatley, chief test pilot of Consolidated Aircraft Corp., San Diego; and Frank A. Learman, assistant manager of Consolidated.

Archbold, research associate of American Museum of Natural History, New York, bought the plane last spring for a flight from California to New Guinea, off Australia. The flight here was a "shake-down" cruise. Archbold and his party will return to San Diego next week, after seeing the All-American air maneuvers and "enjoying the Florida sunshine."

A New York-Havana non-stop flight record also was set yesterday when Maj. Alexander de Seversky flew the 1,350 miles in five hours and two minutes—two hours and one minute faster than Lieut. Commander Frank Hawks' record 1931. The new record-holder is expected to fly to Miami today.

WEATHER.
(U. S. Weather Bureau Forecast.)
Rain late tonight and tomorrow; warmer tonight, lowest temperature about 42; colder tomorrow afternoon and night. Temperatures today—Highest, 54, at 3:10 p.m.; lowest, 29, at 7 a.m.; 53, at 4 p.m.
Full report on page A-2.

Closing N.Y. Markets—Sales—Page 20

The Evening Star
WITH SUNDAY MORNING EDITION

5:30 Edition
Single Copy 3c

Home Delivery by Carrier:
The Evening Star.....10c Wk., 45c Mo.
The Evening & Sunday Star, 15c Wk., 65c Mo.

86th YEAR. No. 34,218. Entered as second class matter post office, Washington, D. C.

WASHINGTON, D. C., THURSDAY, JANUARY 6, 1938—FIFTY PAGES.

(AP) Means Associated Press. THREE CENTS.

524

NAVY BOMBER, 7 ABOARD, LOST 24 HOURS

San Diego Business - January 1938

Factories The aircraft industry, which is the most important manufacturing industry in San Diego, is of value to the city in many ways. The three aircraft factories, namely, Consolidated Aircraft Corporation, Ryan Aeronautical Corporation and Solar Aircraft Co., employ 3395 men, which means that these plants are supporting approximately 10,000 residents.

In addition, each of these three companies carries on a continuous program of full-page advertising in the various aviation magazines, publicizing the importance of San Diego as an aviation center. This advertising gives San Diego international publicity, and results in attracting a good many new residents to this community.

The flights made by San Diego-built airplanes and flying boats have likewise attracted world-wide attention to this city. The squadron flights of Consolidated flying boats made by the Navy from San Diego to Honolulu and from San Diego to Panama have been front-page news everywhere; the flight of Richard Archbold in his Consolidated boat the "Guba" from San Diego to New York and later from San Diego to Miami and return; the flight of the "Guba" to the North Pole under command of Sir Hubert Wilkins; the aerobatic flights by Tex Rankin in his Ryan plane; these and numerous other famous flights have been of major benefit in attracting the attention of the world to San Diego as the "Air Capital of the West."

The recent successful test flight of the 30-ton Consolidated 4-engine flying boat was witnessed by hundreds of San Diegans, and will be viewed by millions who see the news reels. Recently Consolidated has been invited to bid on the construction of a one hundred passenger trans-oceanic flying boat for Pan American Airways. On December 8 the Navy Department announced award of a new contract to Consolidated for 33 PBY-4 patrol bombers and spare parts, amounting to $4,500,000. This will make a total of 209 of these twin-engined flying boats built by Consolidated since its establishment at Lindbergh Field in 1935.

Ryan Aeronautical Corporation has recently been awarded a contract by the Mexican government for $50,000 worth of its ST type all-metal planes. These will be used for military and patrol duty by the Mexican army. Ryan is doing considerable export business on his open cockpit plane and also the new cabin plane recently perfected.

Solar Aircraft Company, specializing in the manufacture of exhaust manifolds, is supplying these parts for most of the large aircraft manufacturers throughout the country, and is also supplying air lines and the services with its products.

San Diego is justly proud of its aviation industry, and is fully aware of the benefits of this industry to the community.

N. Y. BANKER ARRIVES FOR CONSAIR VISIT

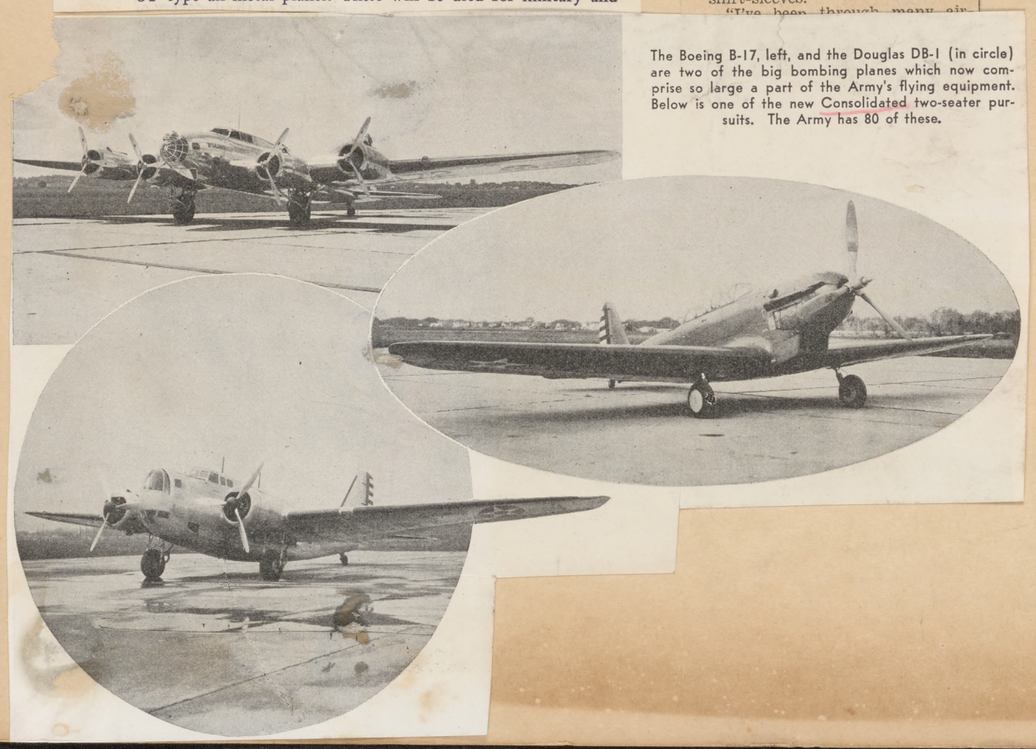
Director Of Plane Factory Commends Personnel, Mild Weather

SD Sun 1/5/38

John D. Hertz, New York financier who built the nation's largest taxicab business from shoestring beginnings 28 years ago, paid San Diego a visit today to inspect the Consolidated Aircraft Corp. plant for the first time since he became a director of the concern last March.

"Chicago was coated with ice when I left it for the west coast," he commented today, "and here I marvel at the sight of men working in the factory yards in their shirt-sleeves.

"I've been through many air-



The Boeing B-17, left, and the Douglas DB-1 (in circle) are two of the big bombing planes which now comprise so large a part of the Army's flying equipment. Below is one of the new Consolidated two-seater pursuits. The Army has 80 of these.

MELBOURNE "HERALD", 18/12/37.

U.S. AIR LINER COMING

Will Fly Tasman

One of America's most modern types of big flying-boats, which is to visit Melbourne within the next few months, will also make a return Tasman flight, according to private advice received here today.

Its wealthy young American owner would probably have already arrived here had not one of the Soviet flights across the Arctic ended in disaster.

Shortly after the plans of the owner, Mr Richard Archbold, to fly the boat from California to New Guinea on an exploring and research expedition for the American Museum of Natural History had been announced in The Herald, Levanevsky, the famous Soviet pilot, disappeared in the Arctic.

The 12-ton boat that had just been delivered to Mr Archbold by the Consolidated Aircraft Company, had been flown non-stop from California to New York to have elaborate radio equipment installed.

There an agent of the Soviet Government bought it, and with the Australian explorer, Sir Hubert Wilkins, in command, the boat left to join the search for Levanevsky in the Arctic.

SISTER SHIP

Promptly Mr Archbold ordered a sister-ship for delivery in November. It is this ship, probably named Guba, as was the first one, that will fly to Australia and New Zealand by way of Honolulu, Midway and Wake Islands, Guam and New Guinea.

Whether the Australian visit will be before or after the main work of the expedition in New Guinea is not yet known.

Except for its accommodation, the Guba is a sister-ship of 176 flying-boats used by the United States Navy in fleet patrol work, replacing destroyers. Similar boats have made formation flights between California and Hawaii and California and the Canal Zone, and until recently they held the world's long-distance seaplane record.

With full naval load the range of the boat is more than 4000 miles, so that, if Mr Archbold wished, it could easily make a double Tasman flight without alighting. The proposed flight will have no commercial or international significance, and no difficulty in getting permits is expected.

Tactics

SEARCH IS PUSHED NEAR SAN DIEGO FOR MISSING SHIP

Scouting Force Chief of Staff Believes Craft Will Be Found.

REFUSES TO GIVE OUT NAMES OF PERSONNEL

Flying Boat Could Land in Any Kind of Sea—Had Twin Motors.

By the Associated Press.

SAN DIEGO, Calif., Jan. 6—Capt. Alva D. Bernhard, chief of staff of the Navy Aircraft Scouting Force, announced today a Navy bombing plane with seven men aboard has been missing since yesterday.

Capt. Bernhard revealed that the big patrol bomber had been missing since 5 p.m. yesterday, "when we lost radio contact with it."

"The plane was on a routine flight," he added. "I am not at liberty to say where it was bound or where it was believed to be when we lost contact.

Can Land in Any Sea.

"We believe the plane will be found. It is one of the flying boats capable of landing in any kind of a sea.

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Planes and surface vessels of the fleet searched all night for the missing plane, it was learned. The search was being pressed with vigor today.

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The bomber was one of the new twin-motored patrol planes built for the Navy by Consolidated Aircraft Corp. here. These planes made five long massed flights from here last year, two to Honolulu, two to Coco Solo, C. Z., and one to Seattle.

One of the patrol planes crashed in San Diego Bay with a loss of six lives last August 23.

CALIFORNIA-MIAMI FLIGHT SUCCEEDS

Winged Battleships for Navy Air Force

Official photograph, Army Air Corps

TWELVE CONSOLIDATED PB-2A AIRPLANES OF THE U. S. ARMY AIR CORPS

What Wonders Lie Ahead!

A Few of the Marvels that Have Appeared During the Last 25 Years

As Seen by COL. EDGAR S. GORRELL

COL. EDGAR S. GORRELL, president of the Air Transport Association of America, presented a stunning array of facts in a recent address delivered at the 8th Annual Mountain State Forest Festival, Elkins, W. Va. Colonel Gorrell is qualified to compare, based upon his personal experience, the aeronautical scene some thirty years ago and today. He knows about airplanes in war and peace, under Republican and Democratic administrations. Space will not permit publication of his address in full, but it is a pleasure and duty to give our readers the following excerpts:

I can remember, some twenty-five years ago, that airplanes were so slow that no one thought of wearing goggles in flying. Then one day, one of our associates got a bug in his eye while piloting his plane. Thus, goggles were originally adopted to avoid the hazard to the pilot of getting a bug in his eye. It was not until later that the speed of aircraft became sufficient to require the use of goggles. Well do I remember the day, in 1916, when the first aircraft, with windshields installed thereon, were provided to us. We took the windshields off the airplanes because we then felt that, unless we could feel the blast of air in our faces, it was impossible to fly with safety.

TWENTY-FIVE YEARS AGO, if we intended to fly, we sat upon the airplane in our usual civilian clothing, minus goggles, and, more often than not often for effect alone, reversed the position of the cap we were wearing. We sat on a seat with our feet dangling over into space, with an engine directly behind our heads and tail services attached to the wings by bamboo-appearing struts.

Today an air traveler enters the airplane with no need to reverse his cap and in his ordinary civilian clothing, for commercial aircraft is equipped with a fuselage to house the passengers and crew, to protect them from all the elements, and to provide for the utmost in their comfort. Today's competition between air lines is a competition in service wherein one tries to outdo the other, not only in the quantity of the service but also in the quality thereof. Luxury, even beyond that granted by the various modes of surface travel, exists for the air traveler.

WITHIN THE LAST TWENTY-FOUR HOURS America's scheduled air lines have carried 10% more passengers than they transported in the entire year 1926. Within the last twenty-four hours America's scheduled air lines have carried 300% more pounds of express than they did in the entire year of 1926. During each second of the day and night, more than 1,069 passengers and more than 14 tons of mail are being flown through the air on America's scheduled air lines. Every day more than 10 tons of express and 23 tons of mail are transported by air. Daily, America's scheduled air lines fly a distance equivalent to 7½ times around the world at the Equator, equivalent to three-quarters of the distance from the earth to the moon.

SHOULD THE PRESENT CONGRESS at its next session have the foresight to modernize the legislation governing our industry, it is our intention to order aircraft for transoceanic use that will weigh from 70 to 75 tons and will carry easily 125 to 150 passengers with the utmost of speed and luxury. *Should the Congress fail to modernize the antiquated legislation now governing our industry, such far-sighted business planning will not be justified.*

AVIATION IS NO LONGER A ROMANTIC LUXURY. It has become a business—one that requires so much money that only the hard-headed investing public can be expected to finance it. Our Congress must realize that the romance of losing money in the heavens is finished, that only by modernizing the legislation pertaining to this industry, granting it legislative rights such as have been granted to the railroads and the motor carriers, can the finances required for our future requirements be provided.

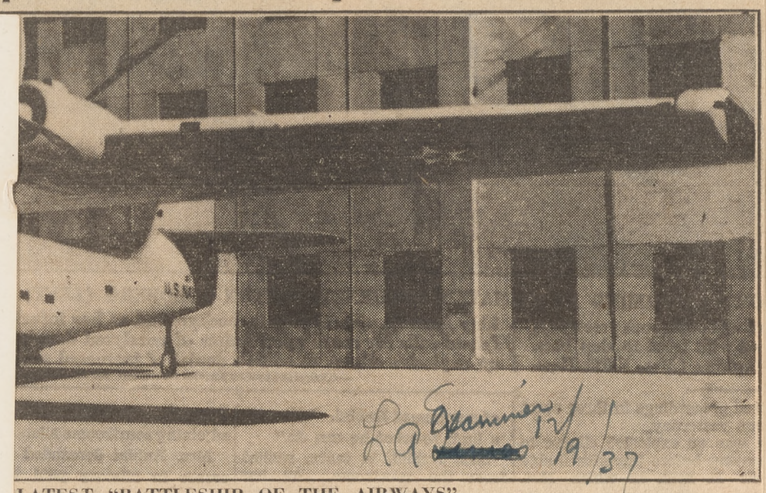
AT THE BEGINNING OF THE YEAR in which the World War started, the United States ranked fourteenth among the nations of the world in the amount contributed to the development of aviation. The rating was as follows:

Germany	$28,000,000	Japan	$1,500,000
France	22,000,000	China	700,000
Russia	12,000,000	Bulgaria	600,000
Italy	8,000,000	Spain	550,000
Austria	5,000,000	Brazil	500,000
Great Britain	3,000,000	United States	430,000
Belgium	2,000,000		

In the interim from 1908 to 1914, although America had failed to comprehend the meaning of the Wrights' successful flight at Fort Myer, other nations had comprehended the significance and had become responsible for such development as occurred in aircraft during the subsequent nine years.

Today, America leads the world in quality of aircraft and in quality and extent of its development in scheduled air line activities. Our Navy has the greatest naval air force of any nation in the world. By 1940, our Army should have been equipped with its full contemplated complement of modern combat aircraft.

The progress which aviation has made in the last twenty-five years has been so remarkable that it is difficult to define, said Colonel Gorrell, adding: "What progress it will make in the next twenty-five years, or even in the next decade, is beyond the ability of a prophet without honor to predict."



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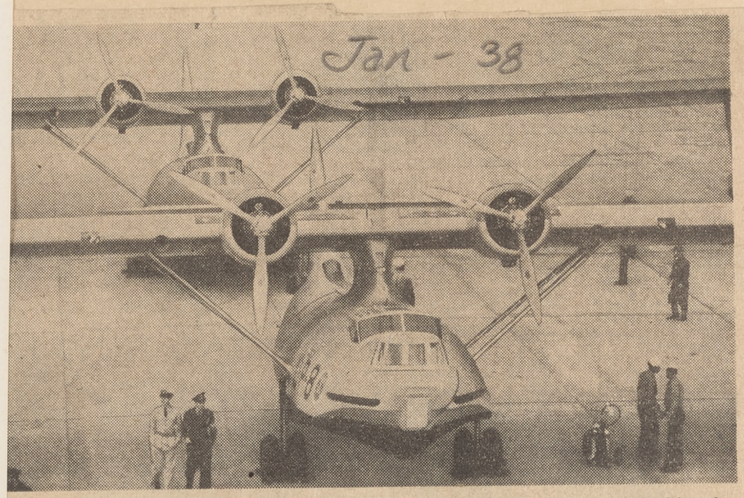
ar Sikorsky ship for a Navy con- of a 5000-mile nonstop flight, a huge load of bombs and is the most heavily armed fighting ship in the airforce. Performance and dimension details are being withheld by Navy officials.

—Picture From International News Photograph Service.



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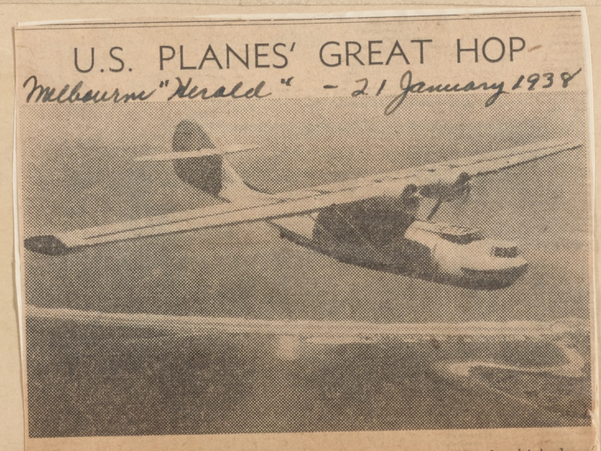
U.S. PLANES' GREAT HOP

Melbourne "Herald" - 21 January 1938



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Miami Daily News 12/4/37

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Full report on page A-2.

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Solar Aircraft Company, specializing in the manufacture of exhaust manifolds, is supplying these parts for most of the large aircraft manufacturers throughout the country, and is also supplying air lines and the services with its products.

San Diego is justly proud of its aviation industry, and is fully aware of the benefits of this industry to the community.

N. Y. BANKER ARRIVES FOR CONSAIR VISIT

Director Of Plane Factory Commends Personnel, Mild Weather

SD Sun 1/5/38

John D. Hertz, New York financier who built the nation's largest taxicab business from shoestring beginnings 28 years ago, paid San Diego a visit today to inspect the Consolidated Aircraft Corp. plant for the first time since he became a director of the concern last March.

"Chicago was coated with ice when I left it for the west coast," he commented today, "and here I marvel at the sight of men working in the factory yards in their shirt-sleeves.

"I've been through many aircraft plants in the country, but the Consolidated personnel seemed to me just about the most intelligent-appearing of any I've seen."

Mr. Hertz, who will remain in this vicinity for the remainder of the week, refused to comment on the outlook for business in 1938.

"After all," he said, "I'm a banker, and you wouldn't want me to put myself on the spot by making predictions or suggesting what ought to be done either by government or business, would you?"

MELBOURNE "HERALD", 18/12/37.

U.S. AIR LINER COMING

Will Fly Tasman

One of America's most modern types of big flying-boats, which is to visit Melbourne within the next few months, will also make a return Tasman flight, according to private advice received here today.

Its wealthy young American owner would probably have already arrived here had not one of the Soviet flights across the Arctic ended in disaster.

Shortly after the plans of the owner, Mr Richard Archbold, to fly the boat from California to New Guinea on an exploring and research expedition for the American Museum of Natural History had been announced in The Herald, Levanevsky, the famous Soviet pilot, disappeared in the Arctic.

The 12-ton boat that had just been delivered to Mr Archbold by the Consolidated Aircraft Company, had been flown non-stop from California to New York to have elaborate radio equipment installed.

There an agent of the Soviet Government bought it, and with the Australian explorer, Sir Hubert Wilkins, in command, the boat left to join the search for Levanevsky in the Arctic.

SISTER SHIP

Promptly Mr Archbold ordered a sister-ship for delivery in November. It is this ship, probably named Guba, as was the first one, that will fly to Australia and New Zealand by way of Honolulu, Midway and Wake Islands, Guam and New Guinea.

Whether the Australian visit will be before or after the main work of the expedition in New Guinea is not yet known.

Except for its accommodation, the Guba is a sister-ship of 176 flying-boats used by the United States Navy in fleet patrol work, replacing destroyers. Similar boats have made formation flights between California and Hawaii and California and the Canal Zone, and until recently they held the world's long-distance seaplane record.

With full naval load the range of the boat is more than 4000 miles, so that, if Mr Archbold wished, it could easily make a double Tasman flight without alighting. The proposed flight will have no commercial or international significance, and no difficulty in getting permits is expected.

Tactics

SEARCH IS PUSHED NEAR SAN DIEGO FOR MISSING SHIP

Scouting Force Chief of Staff Believes Craft Will Be Found.

REFUSES TO GIVE OUT NAMES OF PERSONNEL

Flying Boat Could Land in Any Kind of Sea—Had Twin Motors.

By the Associated Press.

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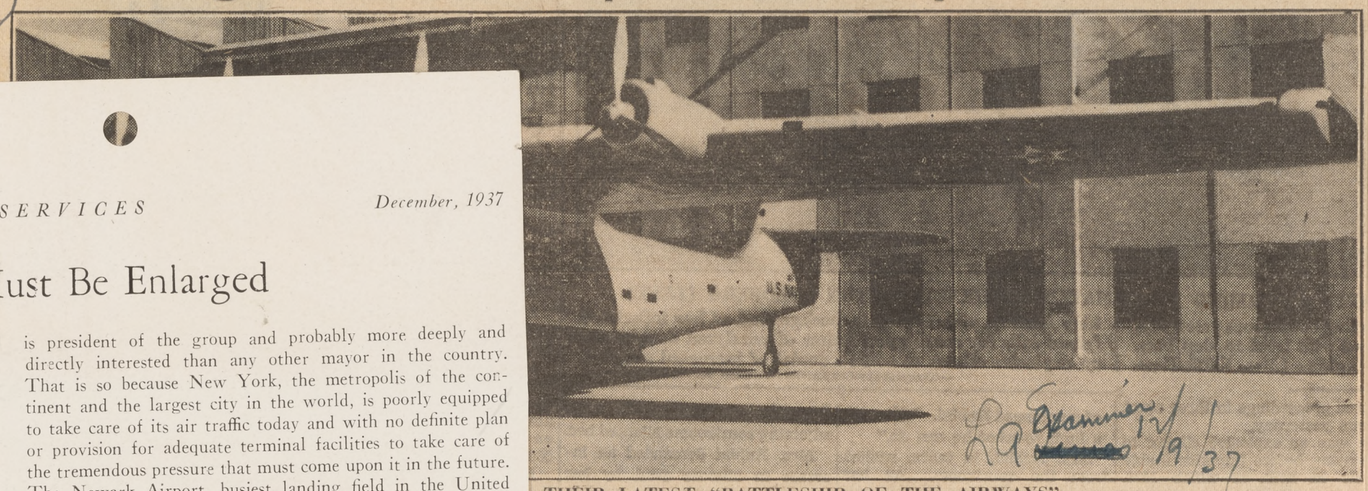

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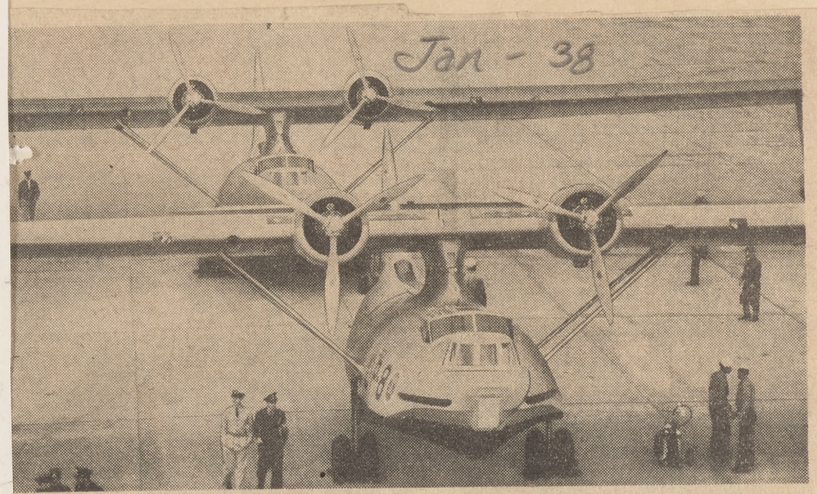

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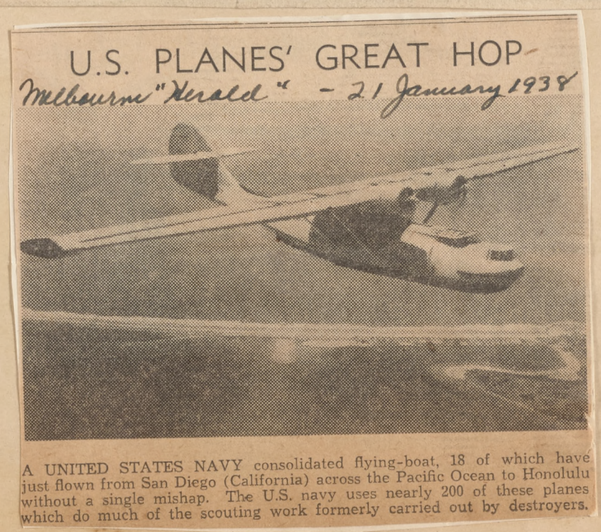

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14 Naval Bombers

to the West Coast the middle of December.

Our Airports Must Be Enlarged

WHAT PROMISES TO BE one of the most important conferences in the history of aviation is scheduled to be held in Washington on the 6th of this month. In a word, it is a coming together of all interests in air transportation to devise a plan for the immediate enlargement and improvement of the principal American air terminals to take care of the traffic now here and the still greater volume of the future.

There is great promise in this meeting because all parties are in agreement on the essential points to be considered—the imminent need of larger, better equipped airports and the necessity for distributing the cost in the most equitable way.

The present inadequacy of our terminals, especially in the larger cities in the United States, is a condition developing so rapidly that it is considered little short of a crisis. Nobody in particular is blamed for it; the swift enlargement and improvement of aircraft in the past few years together with the steadily increasing air traffic have caught us with a sky full of full-laden craft and wretchedly inadequate landing facilities on the ground. It is like having a great fleet of modern ships on the ocean with nothing but ancient sailing ship piers in our harbors; or the railway lines cluttered with streamline fast trains and inadequate terminals for their service. In the words of the old song, "We're all dressed up and nowhere to go."

The conference is called by the American Municipal Association but all interests in aviation, civil and military, will be represented and pulling together for the speedy starting of the job and a plan for financing it. Hitherto the development of American airports has been a patchwork performance with little provision for the future or semblance of coordinated plan. Some municipalities, through local enthusiasm, have located landing fields, often in the wrong place and with detrimental surroundings; others have laid out their terminals on a too ambitious scale and never finished them, while some of the larger cities have slept over the matter and done practically nothing to be ready for the great enterprise of air travel which has come upon us so rapidly.

No single group or interest is responsible for our present plight; in fact, all concerned have chipped in more or less, but in haphazard fashion. Most of the cities in the past few years have been bled white by relief, unemployment, and other demands of the hour and therefore are unable to find funds for such terminals as might have been planned or desired. The Department of Commerce has used such funds as it could control for intermediate, emergency landing fields and the air lines themselves have contributed most liberally from the meager revenues they were permitted to have. But leaving out of the picture altogether the question of who did or who didn't, the hour has now arrived when somehow, somebody must put our air terminals in proper working condition, or through default, we must forfeit the proud position we have attained in the world of aviation.

One of the groups most acutely and fundamentally interested in the forthcoming conference is the United States Conference of Mayors. Mayor LaGuardia of New York City is president of the group and probably more deeply and directly interested than any other mayor in the country. That is so because New York, the metropolis of the continent and the largest city in the world, is poorly equipped to take care of its air traffic today and with no definite plan or provision for adequate terminal facilities to take care of the tremendous pressure that must come upon it in the future. The Newark Airport, busiest landing field in the United States, is serving today as New York City's main terminal and air mail base. It is located in the state of New Jersey, some twenty miles from New York and difficult of access. Floyd Bennett Field, situated on the outskirts of Brooklyn and North Beach Airport in Queens Borough, are both owned by the City of New York, but they have been unable to capture much of the Newark Airport business and are entirely inadequate to take care of the traffic just around the corner.

New York is the natural terminus for the continental lines and the transatlantic lines just as it is the great terminus for the railroad and steamship lines, but it has practically no terminal facilities for air traffic today and no stated plans for the future. Since the establishment of the Bermuda air service the big clipper ships are obliged to have their mooring place in a bay at Port Washington, on Long Island Sound, a distance of some forty miles from New York, and this winter the terminal for the Bermuda ships has been removed to Baltimore.

The Pan American lines have been greatly handicapped in the development of their wonderful service because of the lack of any suitable base in or near New York. For several years rumors have been floating about in the murky atmosphere of New York of a gigantic plan of the U. S. Government to acquire for the Army a huge base near New York that would serve both as the eastern continental base for the Army air forces, and as a great metropolitan commercial base as well. Rumor has located this great base several miles up the Hudson River, on the high land outside the fog zone and where it could be reached from all points without flying over New York City. But the Army has not as yet confirmed anything of the sort and the plan has not got beyond the blueprint of rumor.

But New York is being aroused from its slumber, chiefly through the keen interest and vision of Mayor LaGuardia, and it is more than likely that the Washington conference may put forth some plan for the Metropolis that will be of interest both here and abroad.

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Colonel Macfadden Honored

COL. BERNARR MACFADDEN, publisher, health exponent, and aviator, received the first annual aviation award of Air Service Post 501, American Legion, at a banquet tendered in his honor at the Hotel Astor, New York City, November 22. The award, to be given annually to the individual accomplishing something outstanding in aviation, went to Colonel Macfadden in token of the 70-year-old flyer's completion of 1,000 hours of civilian flying. Recently the publisher completed a nonstop New York-Miami solo flight.

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Ryan Aeronautical Corporation has recently been awarded a contract by the Mexican government for $50,000 worth of its ST type all-metal planes. These will be used for military and patrol duty by the Mexican army. Ryan is doing considerable export business on his open cockpit plane and also the new cabin plane recently perfected.

Solar Aircraft Company, specializing in the manufacture of exhaust manifolds, is supplying these parts for most of the large aircraft manufacturers throughout the country, and is also supplying air lines and the services with its products.

San Diego is justly proud of its aviation industry, and is fully aware of the benefits of this industry to the community.

N. Y. BANKER ARRIVES FOR CONSAIR VISIT

Director Of Plane Factory Commends Personnel, Mild Weather

SD Sun 1/5/38

John D. Hertz, New York financier who built the nation's largest taxicab business from shoestring beginnings 28 years ago, paid San Diego a visit today to inspect the Consolidated Aircraft Corp. plant for the first time since he became a director of the concern last March.

"Chicago was coated with ice when I left it for the west coast," he commented today, "and here I marvel at the sight of men working in the factory yards in their shirt-sleeves.

"I've been through many aircraft plants in the country, but the Consolidated personnel seemed to me just about the most intelligent-appearing of any I've seen."

Mr. Hertz, who will remain in this vicinity for the remainder of the week, refused to comment on the outlook for business in 1938.

"After all," he said, "I'm a banker, and you wouldn't want me to put myself on the spot by making predictions or suggesting what ought to be done either by government or business, would you?"

MELBOURNE "HERALD", 18/12/37.

U.S. AIR LINER COMING

Will Fly Tasman

One of America's most modern types of big flying-boats, which is to visit Melbourne within the next few months, will also make a return Tasman flight, according to private advice received here today.

Its wealthy young American owner would probably have already arrived here had not one of the Soviet flights across the Arctic ended in disaster.

Shortly after the plans of the owner, Mr Richard Archbold, to fly the boat from California to New Guinea on an exploring and research expedition for the American Museum of Natural History had been announced in The Herald, Levanevsky, the famous Soviet pilot, disappeared in the Arctic.

The 12-ton boat that had just been delivered to Mr Archbold by the Consolidated Aircraft Company, had been flown non-stop from California to New York to have elaborate radio equipment installed.

There an agent of the Soviet Government bought it, and with the Australian explorer, Sir Hubert Wilkins, in command, the boat left to join the search for Levanevsky in the Arctic.

SISTER SHIP

Promptly Mr Archbold ordered a sister-ship for delivery in November. It is this ship, probably named Guba, as was the first one, that will fly to Australia and New Zealand by way of Honolulu, Midway and Wake Islands, Guam and New Guinea.

Whether the Australian visit will be before or after the main work of the expedition in New Guinea is not yet known.

Except for its accommodation, the Guba is a sister-ship of 176 flying-boats used by the United States Navy in fleet patrol work, replacing destroyers. Similar boats have made formation flights between California and Hawaii and California and the Canal Zone, and until recently they held the world's long-distance seaplane record.

With full naval load the range of the boat is more than 4000 miles, so that, if Mr Archbold wished, it could easily make a double Tasman flight without alighting. The proposed flight will have no commercial or international significance, and no difficulty in getting permits is expected.

Tactics

SEARCH IS PUSHED NEAR SAN DIEGO FOR MISSING SHIP

Scouting Force Chief of Staff Believes Craft Will Be Found.

REFUSES TO GIVE OUT NAMES OF PERSONNEL

Flying Boat Could Land in Any Kind of Sea—Had Twin Motors.

By the Associated Press.

SAN DIEGO, Calif., Jan. 6—Capt. Alva D. Bernhard, chief of staff of the Navy Aircraft Scouting Force, announced today a Navy bombing plane with seven men aboard has been missing since yesterday.

Capt. Bernhard revealed that the big patrol bomber had been missing since 5 p.m. yesterday, "when we lost radio contact with it."

"The plane was on a routine flight," he added. "I am not at liberty to say where it was bound or where it was believed to be when we lost contact.

Can Land in Any Sea.

"We believe the plane will be found. It is one of the flying boats capable of landing in any kind of a sea.

Capt. Berhnhard did not immediately release the names of those aboard, "as they are from different parts of the United States and it would cause needless worry."

Planes and surface vessels of the fleet searched all night for the missing plane, it was learned. The search was being pressed with vigor today.

Thought 200 Miles Away.

The plane was believed to have disappeared at sea about 200 miles northwest of here. Search was concentrated in that area.

The bomber was one of the new twin-motored patrol planes built for the Navy by Consolidated Aircraft Corp. here. These planes made five long massed flights from here last year, two to Honolulu, two to Coco Solo, C. Z., and one to Seattle.

One of the patrol planes crashed in San Diego Bay with a loss of six lives last August 23.

CALIFORNIA-MIAMI FLIGHT SUCCEEDS

14 Naval Bombers Roar for Coco Solo

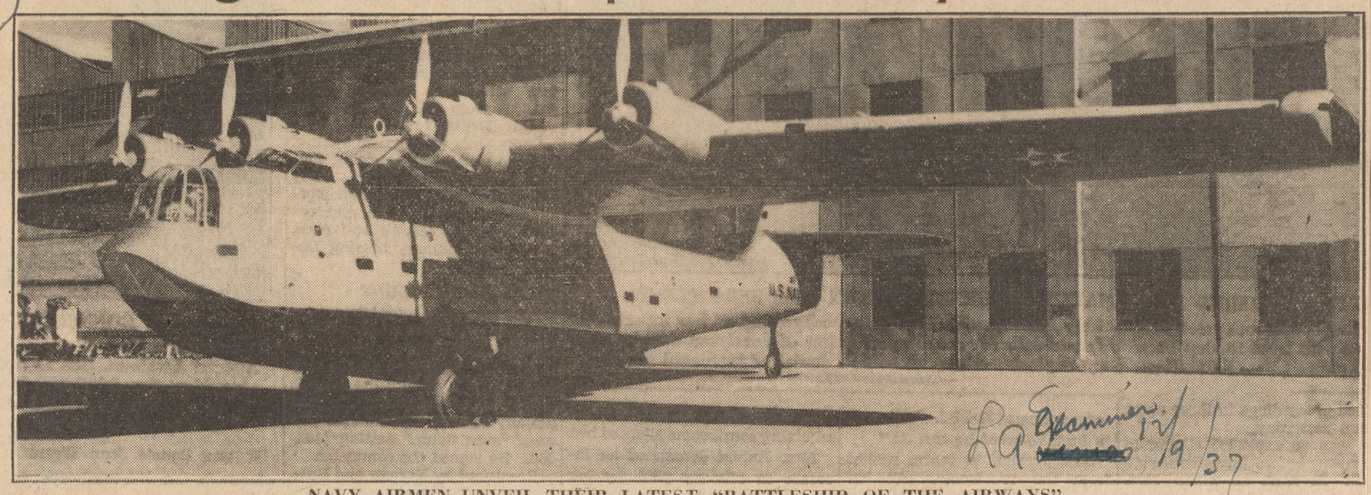
SAN DIEGO, Dec. 8.—(AP)—Fourteen Navy patrol bombing planes roared off San Diego Bay today on a 3080-mile flight down the west coast of Mexico and across the jungles of Nicaragua to Coco Solo, Canal Zone.

Lieutenant Commander B. E. Grow, commanding the flight, led the 14 giant seaplanes, carrying 98 officers and men, lifting his plane from the bay at 10:20 a. m. in a fog that began thinning shortly before the take-off.

Navy Places Order for 33 Planes

WASHINGTON, Dec. 8.—(AP)—The Navy Department awarded today a $4,500,000 contract for thirty-three Type VPB patrol planes and spare parts to the Consolidated Aircraft Corporation, San Diego, Calif.

Winged Battleships for Navy Air Force



NAVY AIRMEN UNVEIL THEIR LATEST "BATTLESHIP OF THE AIRWAYS"

After months of secret construction at Consolidated Aircraft Corporation, this huge, four-motored craft was tested at San Diego. It will compete with a similar Sikorsky ship for a Navy contract. Capable of a 5000-mile nonstop flight, the craft carries a huge load of bombs and is the most heavily armed fighting ship in the airforce. Performance and dimension details are being withheld by Navy officials.

—Picture From International News Photograph Service.

Pan American calls for bid

Eight manufacturers requested to offer proposals on mammoth craft

A bomb dropped in the center of the aircraft industry could have stirred little more excitement than Pan American's request for bids from eight major manufacturers on a super transport capable of carrying 100 passengers in the substratosphere a distance of 5,000 miles at speeds approaching 300 m.p.h.

It is understood that specifications were broad. Only results were specified, the manner in which the manufacturer obtained the results was up to him. Neither land plane nor sea plane was called for and requests for bids were issued to some manufacturers who evidently would not bid on flying boats.

Very little has been released by Pan American concerning the details of their specifications and the manufacturers have been instructed to withhold release of information. In general, however, it is known that the specifications call for "the design and construction of a practical operating airplane—a commercially feasible one—that can carry 25,000 pounds of actual payload 5,000 miles, with minimum cruising speeds ranging from 200 m.p.h. at sea level, to 299 m.p.h. at altitude."

Additional specifications called for "stateroom accommodations for at least 100 passengers with dressing rooms, dining room and a galley having adequate facilities for the preparation and storage of food. Crew accommodations should allow for a crew of 16, and cargo compartments should be provided for mail, baggage and express permitting full use of all payload capacity not utilized by passengers."

Bids were requested on quantities of three, six or twelve aircraft and lots of three, six and twelve additional aircraft subject to option. Bids are to be delivered, in outline, before March 15, 1938. Then the manufacturer or manufacturers with the most practical design or designs, will enter into a working contract for the detailed engineering called for—for which Pan American will pay $35,000 for the necessary work on each design. The manufacturers have six months for the completion of that part of the project.

The manufacturers requested to submit proposals consist of: Boeing Aircraft Company, Consolidated Aircraft Corp., Curtiss-Wright Airplane Co., Douglas Aircraft Co., Inc., Lockheed Aircraft Corp., Glenn L. Martin Co., North American Aviation, Inc., and the Sikorsky Aircraft Division of United Aircraft Corp.

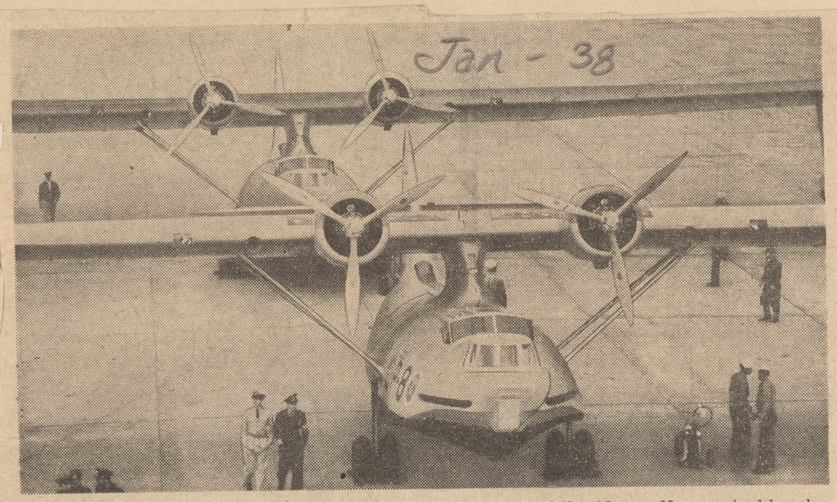
The manufacturers of this group that ordinarily would be considered first as logical bidders on any transoceanic aircraft are the boat manufacturers. Boeing is now working on an 85,000 pound boat for Pan Am and has had a great deal of experience in the design and production of large landplanes as well. Consolidated has just launched a four-engine boat that probably weighs about 30 tons; Martin just delivered a 63,000 pound boat to Russia and is understood to be in position to submit designs on boats several times this size immediately; Sikorsky Clippers are not so large as either of the foregoing boats but Sikorsky has a reputation as one of the outstanding manufacturers of large boats in the world and is understood to be ready to submit proposals on craft many times the size of past designs.

In regard to the other manufacturers on the list, Douglas seems the most

(Continued on Page 28)

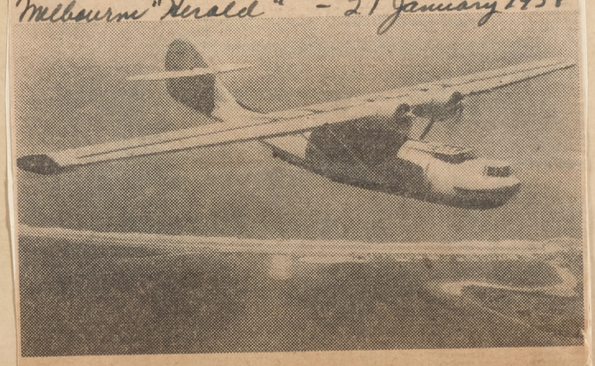
CONSOLIDATED Aircraft obtained an order for 33 patrol bombers from the Navy and launched its new four-engine super-patrol-bomber (complete details can be found elsewhere in this issue) . . . Richard Archbold received delivery of his second PBY-type commercial boat, the first plane being sold to Russia for the Arctic search. The explorer flew his plane across the continent to Miami non-stop for the All-American Air Maneuvers and returned to the West Coast the middle of December.

The Navy contract was awarded the Consolidated Aircraft Corporation for 33 patrol-bombing planes.



NAVY'S "PETS" JUST BEFORE BIG FLIGHT.—Two of the 18 new Navy patrol bombers are pictured at San Diego just before they set out for Honolulu, which they reached in 20 hours and 30 minutes. No record was sought on the mass flight, but conditions of mass flight and performance of the bombers was studied.

U.S. PLANES' GREAT HOP—
Melbourne "Herald" - 21 January 1938



A UNITED STATES NAVY consolidated flying-boat, 18 of which have just flown from San Diego (California) across the Pacific Ocean to Honolulu without a single mishap. The U.S. navy uses nearly 200 of these planes which do much of the scouting work formerly carried out by destroyers.

Miami Daily News 12/4/37

NON-STOP HOP IS MADE HERE BY ARCHBOLD

Cochran Smashes New York Record At 278 Miles An Hour

TO VISIT AIR RACES

San Diego Trip Establishes First Mark For Cross Country

The second non-stop distance flight to Miami in successive days ended here at 7:40 a. m. today when Richard Archbold, wealthy scientist and aviator, completed a 2,300-mile transcontinental hop from San Diego, Cal.

Jacqueline Cochran, 26-year-old New York woman flier, set a speed record of four hours and 12 minutes in a flight from New York city which ended at 3:21 p. m. yesterday at municipal airport. Averaging 278.13 miles an hour on her trip south, Miss Cochran beat the fastest time ever recorded either way between the two cities by eight minutes. That mark was set northbound by Howard Hughes.

The bushy-haired Archbold set his huge flying boat, similar to the U. S. navy bombers which have flown between California and Hawaii, down at International airport, Dinner key. The Pan American base had been in touch with the craft, which used the base's radio direction finder.

Exact flying time from San Diego to Miami was 14 hours and 10 minutes. The mark is an original record, since the two cities have never previously been linked in a non-stop flight.

Accompanying Archbold here were Russell Rogers, co-pilot; Gerald Brown, flight engineer; Raymond Booth, radio operator; William Sanderson, mechanic; Irwin K. McWilliams, engineer inspector of U. S. department of air commerce; William Wheatley, chief test pilot of Consolidated Aircraft Corp., San Diego; and Frank A. Learman, assistant manager of Consolidated.

Archbold, research associate of American Museum of Natural History, New York, bought the plane last spring for a flight from California to New Guinea, off Australia. The flight here was a "shake-down" cruise. Archbold and his party will return to San Diego next week, after seeing the All-American air maneuvers and "enjoying the Florida sunshine."

A New York-Havana non-stop flight record also was set yesterday when Maj. Alexander de Seversky flew the 1,350 miles in five hours and two minutes—two hours and one minute faster than Lieut. Commander Frank Hawks' record of 1931. The new record-holder is expected to fly to Miami today.

THE SAN DIEGO UNION: SUNDAY MORNING, JAN. 2, 1938

las of Year 1937: War

AERIAL WORLD ACHIEVEMENTS MANY IN 1937

By DEVON FRANCIS
Associated Press Aviation Editor

A new world landplane speed record of 379.16 miles an hour polished off an impressive series of achievements in aviation for 1937.

Mechanical flight in the new year promises flying hotels, fresh conquests of the north polar regions and inauguration of scheduled service across the Atlantic to complete the belting of the earth.

In no period since man first left the ground with power of his own invention with the possible exception of the World war has aeronautical activity been more intense than in the year now closing.

Commercial aviation explored new frontiers. Service to Asuncion, Paraguay, completed a network of lines touching the capital of every nation in the Americas. Bermuda and the United States were linked by scheduled air transport.

International Competition

Great Britain and Italy projected lines to South America to share the business enjoyed by Germany and France. The British planned to span the Pacific. The United States schemed to fling a regular airway to New Zealand. American flying boats completed a year of passenger transport across the Pacific without incident.

Bell-wether for other nations, the United States demonstrated the practicability of regular airplane passenger service over the world's stormiest ocean, the Atlantic. Germany and Great Britain also flew the route.

It was estimated that 3500 persons flew on American transport routes every 24 hours in 1937, and that airliners winged 223,000 miles each day over 64,000 miles of routes.

Military developments were given point by the wartime use of aircraft in Spain and China.

Huge Bomber Stands Out

America's XB-15 bomber, big brother of the "flying fortress," with a wingspread of 150 feet, probably was the greatest development in the military field. The most radical was the Bell fighting plane, with motors mounted aft of two gunners' nacelles on the leading edge of the wing.

Pan American Airways invited manufacturers to bid on 100-passenger transoceanic craft. Thirty-ton-plus landplanes were built by the Douglas Aircraft Co., Santa Monica, for domestic service.

Technical advances, many unsung, were numerous. Motors were stepped up to 1500 horsepower.

The army developed a wholly automatic landing device. Its substratosphere experimental plane gave promise of yielding new discoveries at high altitude.

At least one commercial company completed experimental work on a transport capable of exceptionally high speeds at altitudes up to five miles with cabins supercharged to insure passengers a normal oxygen supply.

Tragedy Intervenes

Dick Merrill and Jack Lambie twice flew the Atlantic to London and back.

The highest sustained speed ever registered was made by Howard Hughes on his coast-to-coast flight last January, just shy of 5½ miles a minute. Germany, however, captured the landscape speed burst record with a pace of 379.16 m.p.h.

But the aerial accomplishments by individuals were clouded by one tragedy. Amelia Earhart, the nation's most famous woman flier, and Fred Noonan, her navigator, were lost at sea while trying to fly around the world.

The year's greatest adventures were the two Russian flights to America's western seaboard, one for a new distance record of 6262 miles. A third attempt failed, but Russia indicated a determination to establish an airline over the polar regions.

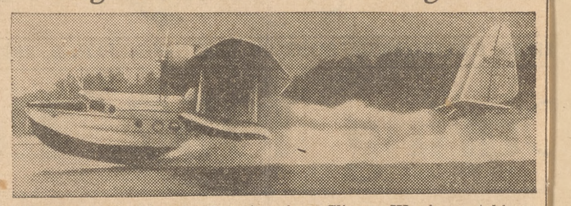
Less spectacular, but significant in the year's story, was the flight of Masaaki Iinuma and Kenji Tsukagaski, Japanese airmen, from London to Tokyo in 94 hours with coronation photographs.

Private Flying Booms

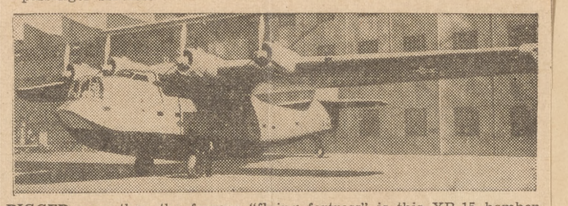
There was a small boom in private flying. One light-plane manufacturer geared his production to 3000 low-cost planes a year. The "flying automobile," a roadable plane, performed at the national air races in Cleveland.

Accidents in domestic transport operations took more than two score lives. The year's most awesome air catastrophe was the destruction of the German Zeppelin Hindenburg at Lakehurst, N. J., with a loss of 36 persons. Germany planned to put another lighter-than-air craft in service in 1938, using American non-inflammable helium.

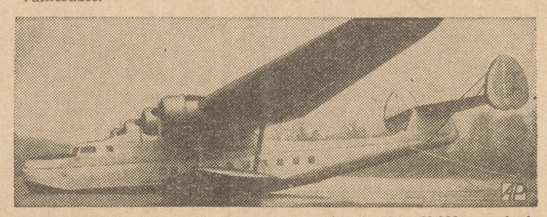
Huge Planes Boost Air Progress



BIG flying boats like the Pan American Clipper III, shown taking off from Port Washington, L. I., criss-cross the Atlantic in 1937 on trial flights expected to lead, next summer, to regular transatlantic passenger service.



BIGGER even than the famous "flying fortress" is this XB-15 bomber, year's tops in military aviation. Built for the U. S. army, it has a wingspread of 150 feet. Announced attack rating: "practically invulnerable."



BIGGEST flying boat ever built in America is this 63,000-pound sky giant completed in November for Soviet Russia by the Glenn Martin company at Baltimore. It has a 157-foot wing spread and will carry 46 passengers.

BOMBERS IN COLLISION

MELBOURNE "ARGUS" Feb. 4, 1938

10 Men Missing

SAN DIEGO, Thursday.

Two naval bombing patrol planes, each carrying seven men, collided over the ocean 70 miles south of here to-day.

Full details are not available, but it is known that four men have been rescued.

The search for the other 10 men is being continued, but it is believed that they have been drowned.

Ir. P. VAN STEENDEREN Jr.
Titiaanstraat 48
AMSTERDAM-Zuid

LUCHTVAART

VLIEGENDE „DREADNOUGHT" IN AMERIKA

De Consolidated PBY met een werkingsfeer van 8000 km onmisbaar voor de Amerikaansche vloot.

SNELHEID ONGEVEER 320 KM PER UUR

SEDERT 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd. Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Waar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zoo beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel. De verschillende groote vluchten in groepsverband, ondernomen met die Consolidated vliegbooten naar Honoloeloe en het Panama Kanaal, hadden de waarde dezer vliegtuigen als lange-afstand verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de bases Coco Solo in de Panama Kanaal Zone en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen Wright, Langley, Thrush en Owl en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

Deze enorme geheel metalen vliegboot is uitgerust met vier luchtgekoelde motoren van 1050 pk elk, welke de machine een snelheid geven van ongeveer 320 km per uur. Ten einde te maken, dat de machine inderdaad geruimen tijd ver van haar basis kan verblijven, is de bootromp behandeld met een speciale soort verf, welke het aanbakken en roestvorming voorkomt. Bij de inrichting der kajuiten is alle aandacht besteed aan het comfort der bemanning. Zoo vinden wij hier ruime en goed geventileerde slaapplaatsen, een longroom, een keuken (compleet met electrisch fornuis en een ijskast), de noodige kleerkasten, een toilet met waschbakken, een verwarmings- en ventilatie-systeem dat het verblijf aan boord zoowel in de tropen als in het hooge noorden aangenaam maakt, en een compleet ingerichte werkplaats voor het verrichten der noodige herstellingen aan motoren of boot. De wanden zijn bekleed met geluiddempend materiaal.

Evenals bij de PBY-vliegbooten, zijn de hulpdrijvers intrekbaar gemaakt en vormen zij in de vlucht de vleugelpunten, hetgeen de prestaties der machine ten goede komt door den verminderden weerstand. Een telefoonnet is geïnstalleerd, waardoor de bemanning onderling steeds contact heeft en de commandant snel en gemakkelijk zijn orders kan uitdeelen. Het electrische net heeft een spanning van 110 Volt en wordt bediend door een aparte installatie, onafhankelijk van de hoofdmotoren.

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemer-navigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp voor den vleugel.

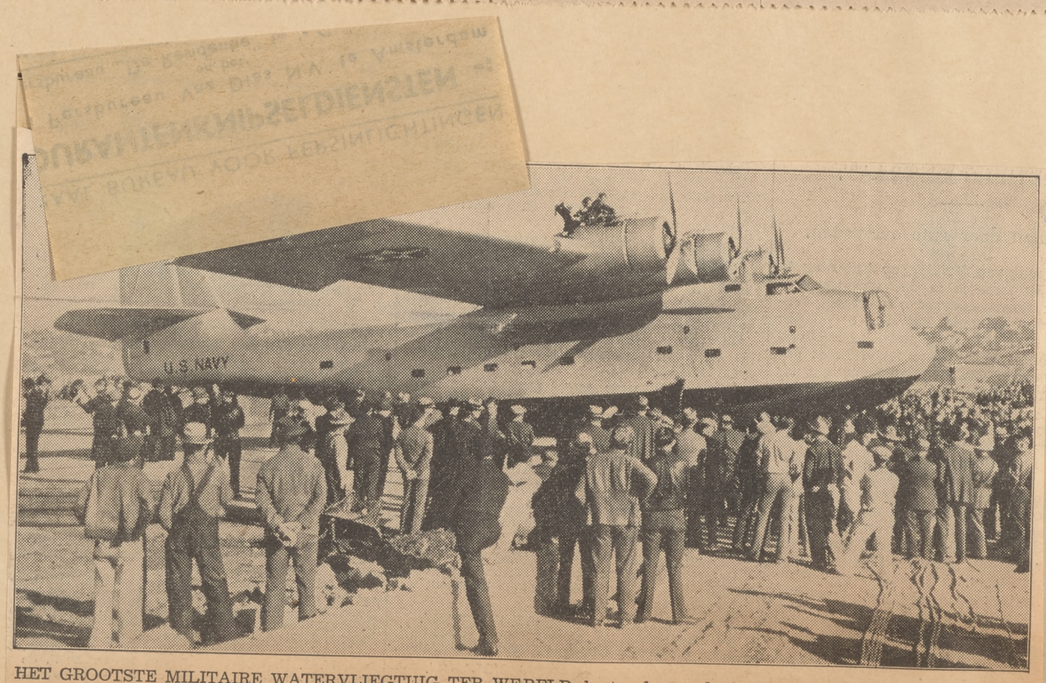
Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo. Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

DE CONSOLIDATED P.B.Y. VOOR DE AMERIKAANSCHE MARINE, die een snelheid kan ontwikkelen van 320 km per uur.

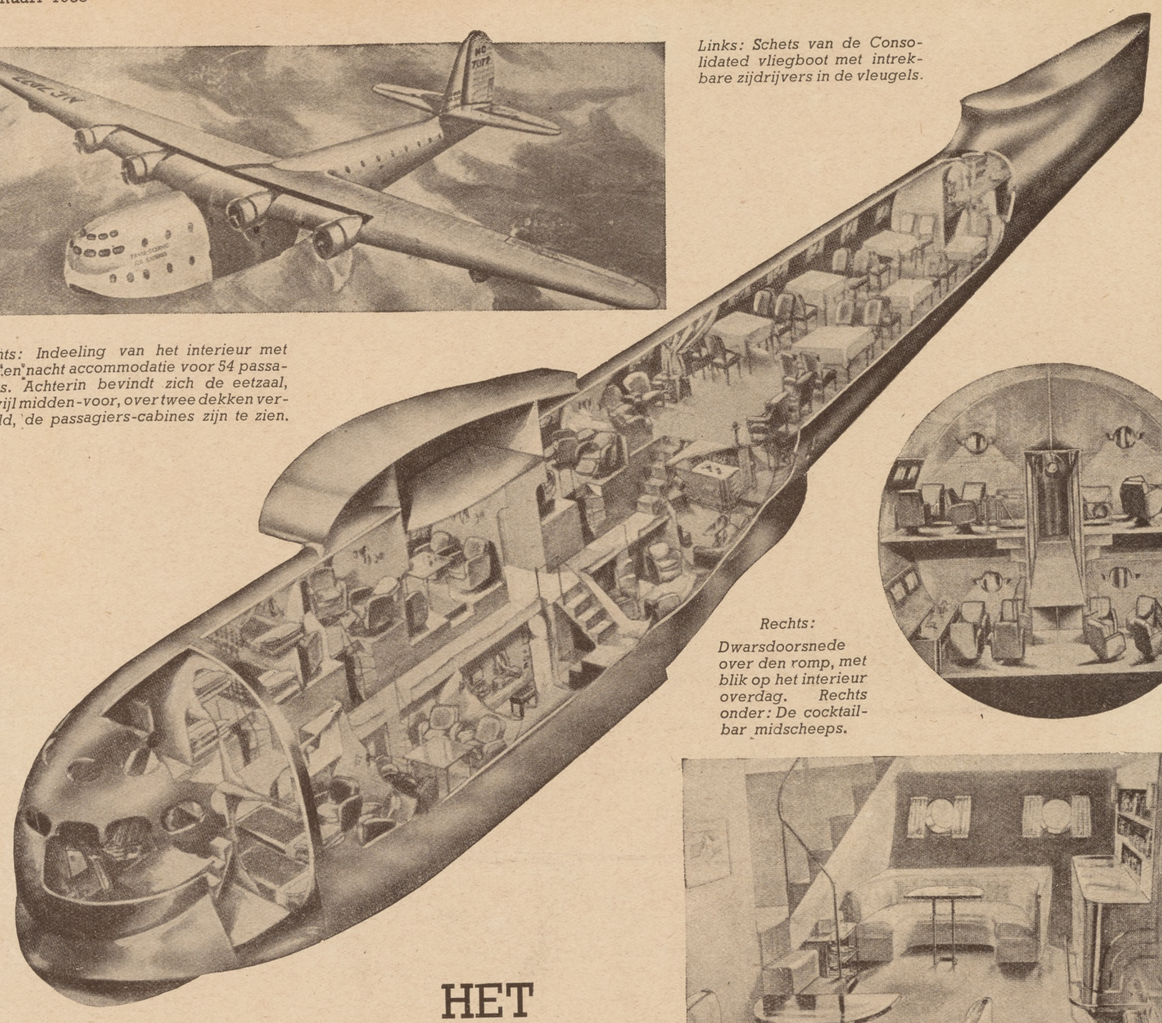
"Algemeen Handelsblad" January 9, 1938
(Holland)

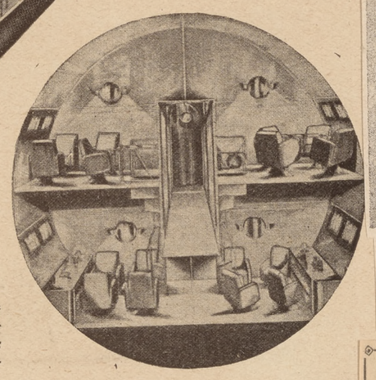


HET GROOTSTE MILITAIRE WATERVLIEGTUIG TER WERELD, bestemd voor de Amerikaansche marine, werd te San Diego te water gelaten. De afmetingen van het toestel komen door vergelijking met de personen er omheen goed tot uiting

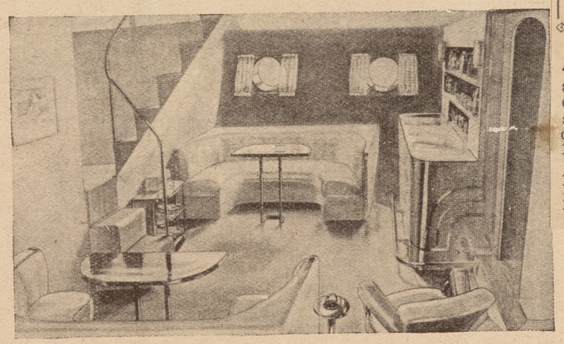
Links: Schets van de Consolidated vliegboot met intrekbare zijdrijvers in de vleugels.

Rechts: Indeeling van het interieur met dag en nacht accommodatie voor 54 passagiers. Achterin bevindt zich de eetzaal, terwijl midden-voor, over twee dekken verdeeld, de passagiers-cabines zijn te zien.





Rechts: Dwarsdoorsnede over den romp, met blik op het interieur overdag. Rechts onder: De cocktail-bar midscheeps.



HET TRANSATLANTISCHE PROJECT VAN CONSOLIDATED

Een 50-tons vliegboot voor 54 passagiers met een ongekende luxe.

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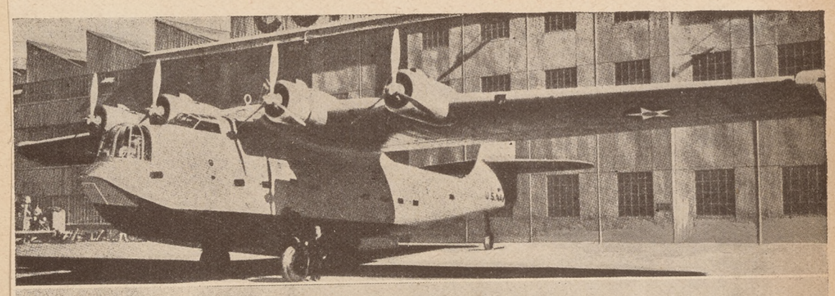
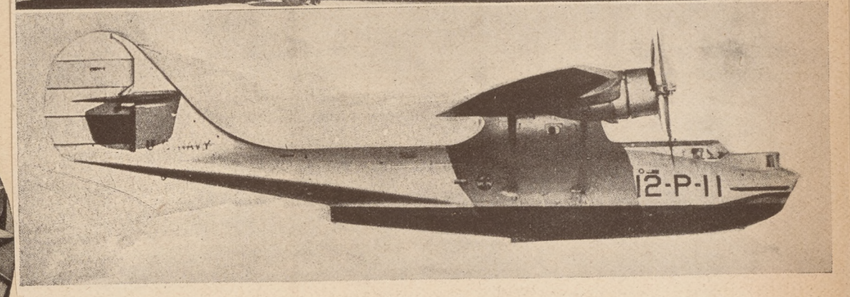
13 Jan. 1938 Vliegwereld





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S D Sun 1/26/38

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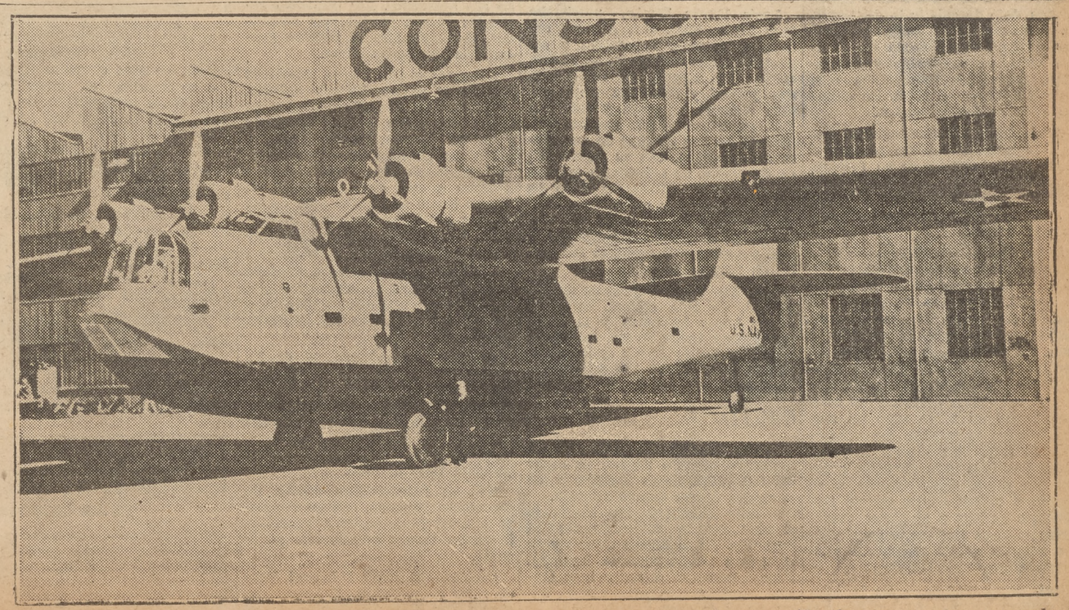
LOS NUEVOS ACORAZADOS DEL AIRE



Este avión es el primero de una serie que está construyendo el gobierno norteamericano y puede ser considerado como un super-acorazado del aire. La foto ha sido tomada en San Diego, California, cuando la nave aérea se preparaba para las pruebas anteriores a su entrega a la armada.

THE SAN DIEGO UNION: SUNDAY MORNING, JAN. 2, 1938

las of Year 1937: War

AERIAL WORLD ACHIEVEMENTS MANY IN 1937

By DEVON FRANCIS
Associated Press Aviation Editor

A new world landplane speed record of 379.16 miles an hour polished off an impressive series of achievements in aviation for 1937.

Mechanical flight in the new year promises flying hotels, fresh conquests of the north polar regions and inauguration of scheduled service across the Atlantic to complete the belting of the earth.

In no period since man first left the ground with power of his own invention with the possible exception of the World war has aeronautical activity been more intense than in the year now closing.

Commercial aviation explored new frontiers. Service to Asuncion, Paraguay, completed a network of lines touching the capital of every nation in the Americas. Bermuda and the United States were linked by scheduled air transport.

International Competition

Great Britain and Italy projected lines to South America to share the business enjoyed by Germany and France. The British planned to span the Pacific. The United States schemed to fling a regular airway to New Zealand. American flying boats completed a year of passenger transport across the Pacific without incident.

Bell-wether for other nations, the United States demonstrated the practicability of regular airplane passenger service over the world's stormiest ocean, the Atlantic. Germany and Great Britain also flew the route.

It was estimated that 3500 persons flew on American transport routes every 24 hours in 1937, and that airliners winged 223,000 miles each day over 64,000 miles of routes.

Military developments were given point by the wartime use of aircraft in Spain and China.

Huge Bomber Stands Out

America's XB-15 bomber, big brother of the "flying fortress," with a wingspread of 150 feet, probably was the greatest development in the military field. The most radical was the Bell fighting plane, with motors mounted aft of two gunners' nacelles on the leading edge of the wing.

Pan American Airways invited manufacturers to bid on 100-passenger transoceanic craft. Thirty-ton-plus landplanes were built by the Douglas Aircraft Co., Santa Monica, for domestic service.

Technical advances, many unsung, were numerous. Motors were stepped up to 1500 horsepower.

The army developed a wholly automatic landing device. Its substratosphere experimental plane gave promise of yielding new discoveries at high altitude.

At least one commercial company completed experimental work on a transport capable of exceptionally high speeds at altitudes up to five miles with cabins supercharged to insure passengers a normal oxygen supply.

Tragedy Intervenes

Dick Merrill and Jack Lambie twice flew the Atlantic to London and back.

The highest sustained speed ever registered was made by Howard Hughes on his coast-to-coast flight last January, just shy of 5½ miles a minute. Germany, however, captured the landscape speed burst record with a pace of 379.16 m.p.h.

But the aerial accomplishments by individuals were clouded by one tragedy. Amelia Earhart, the nation's most famous woman flier, and Fred Noonan, her navigator, were lost at sea while trying to fly around the world.

The year's greatest adventures were the two Russian flights to America's western seaboard, one for a new distance record of 6262 miles. A third attempt failed, but Russia indicated a determination to establish an airline over the polar regions.

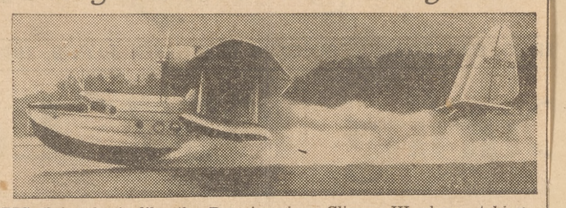
Less spectacular, but significant in the year's story, was the flight of Masaaki Iinuma and Kenji Tsukagaski, Japanese airmen, from London to Tokyo in 94 hours with coronation photographs.

Private Flying Booms

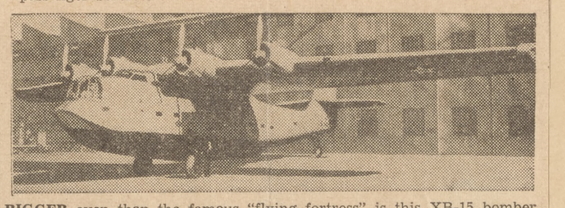
There was a small boom in private flying. One light-plane manufacturer geared his production to 3000 low-cost planes a year. The "flying automobile," a roadable plane, performed at the national air races in Cleveland.

Accidents in domestic transport operations took more than two score lives. The year's most awesome air catastrophe was the destruction of the German Zeppelin Hindenburg at Lakehurst, N. J., with a loss of 36 persons. Germany planned to put another lighter-than-air craft in service in 1938, using American non-inflammable helium.

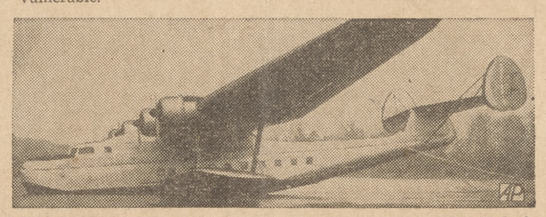
Huge Planes Boost Air Progress



BIG flying boats like the Pan American Clipper III, shown taking off from Port Washington, L. I., criss-cross the Atlantic in 1937 on trial flights expected to lead, next summer, to regular transatlantic passenger service.



BIGGER even than the famous "flying fortress" is this XB-15 bomber, year's tops in military aviation. Built for the U. S. army, it has a wingspread of 150 feet. Announced attack rating: "practically invulnerable."



BIGGEST flying boat ever built in America is this 63,000-pound sky giant completed in November for Soviet Russia by the Glenn Martin company at Baltimore. It has a 157-foot wing spread and will carry 46 passengers.

BOMBERS IN COLLISION

MELBOURNE "ARGUS"
Feb. 4, 1938

10 Men Missing

SAN DIEGO, Thursday.

Two naval bombing patrol planes, each carrying seven men, collided over the ocean 70 miles south of here to-day.

Full details are not available, but it is known that four men have been rescued.

The search for the other 10 men is being continued, but it is believed that they have been drowned.

Van STEENDEREN jr.
Titiaanstraat 48
AMSTERDAM-Z.

LUCHTVAART

VLIEGENDE „DREADNOUGHT" IN AMERIKA

De Consolidated PBY met een werkingsfeer van 8000 km onmisbaar voor de Amerikaansche vloot.

SNELHEID ONGEVEER 320 KM PER UUR

SEDERT 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd. Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Waar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zoo beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel. De verschillende groote vluchten in groepsverband, ondernomen met die Consolidated vliegbooten naar Honoloeloe en het Panama Kanaal, hadden de waarde dezer vliegtuigen als lange-afstand verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de bases Coco Solo in de Panama Kanaal Zone en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen Wright, Langley, Thrush en Owl en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

Deze enorme geheel metalen vliegboot is uitgerust met vier luchtgekoelde motoren van 1050 pk elk, welke de machine een snelheid geven van ongeveer 320 km per uur. Ten einde te maken, dat de machine inderdaad geruimen tijd ver van haar basis kan verblijven, is de bootromp behandeld met een speciale soort verf, welke het aanbakken en roestvorming voorkomt. Bij de inrichting der kajuiten is alle aandacht besteed aan het comfort der bemanning. Zoo vinden wij hier ruime en goed geventileerde slaapplaatsen, een longroom, een keuken (compleet met electrisch fornuis en een ijskast), de noodige kleerkasten, een toilet met waschbakken, een verwarmings- en ventilatie-systeem dat het verblijf aan boord zoowel in de tropen als in het hooge noorden aangenaam maakt, en een compleet ingerichte werkplaats voor het verrichten der noodige herstellingen aan motoren of boot. De wanden zijn bekleed met geluiddempend materiaal.

Evenals bij de PBY-vliegbooten, zijn de hulpdrijvers intrekbaar gemaakt en vormen zij in de vlucht de vleugelpunten, hetgeen de prestaties der machine ten goede komt door den verminderden weerstand. Een telefoonnet is geïnstalleerd, waardoor de bemanning onderling steeds contact heeft en de commandant snel en gemakkelijk zijn orders kan uitdeelen. Het electrische net heeft een spanning van 110 Volt en wordt bediend door een aparte installatie, onafhankelijk van de hoofdmotoren.

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemer-navigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp voor den vleugel.

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo. Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

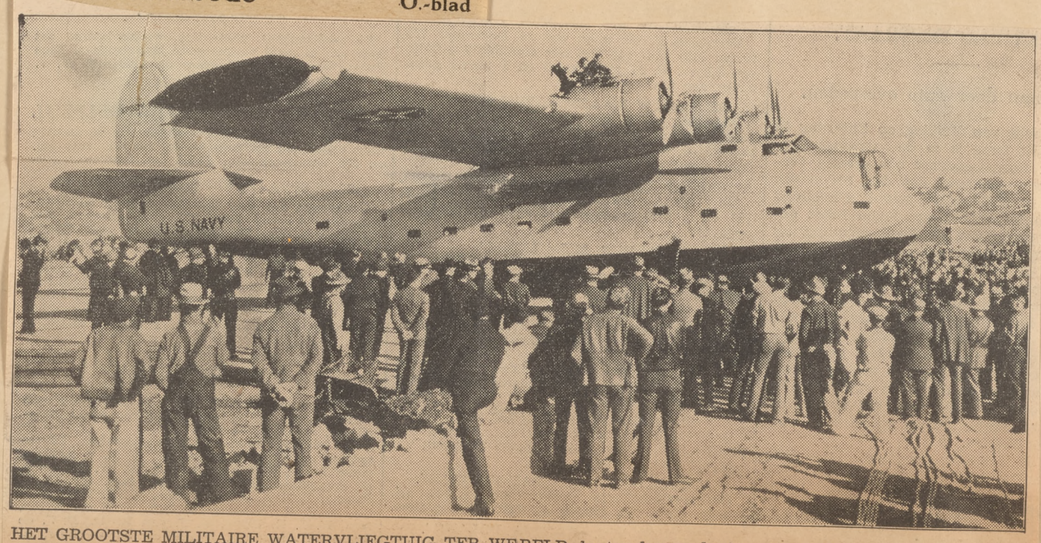
Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

DE CONSOLIDATED P.B.Y. VOOR DE AMERIKAANSCHE MARINE, die een snelheid kan ontwikkelen van 320 km per uur.

2. JAN. 1938
RAAL BUREAU VOOR PERSINLICHTINGEN
OURANTENKNIPSELDIENSTEN -:
Persbureau Vaz Dias N.V. te Amsterdam
en het
ersbureau „De Residentie" te 's Gravenhage
21-93, AMSTERDAM-C., TELEFOON 45832, 48595 en 34180

De Maasbode
O.-blad

629.135.2 Consolidated

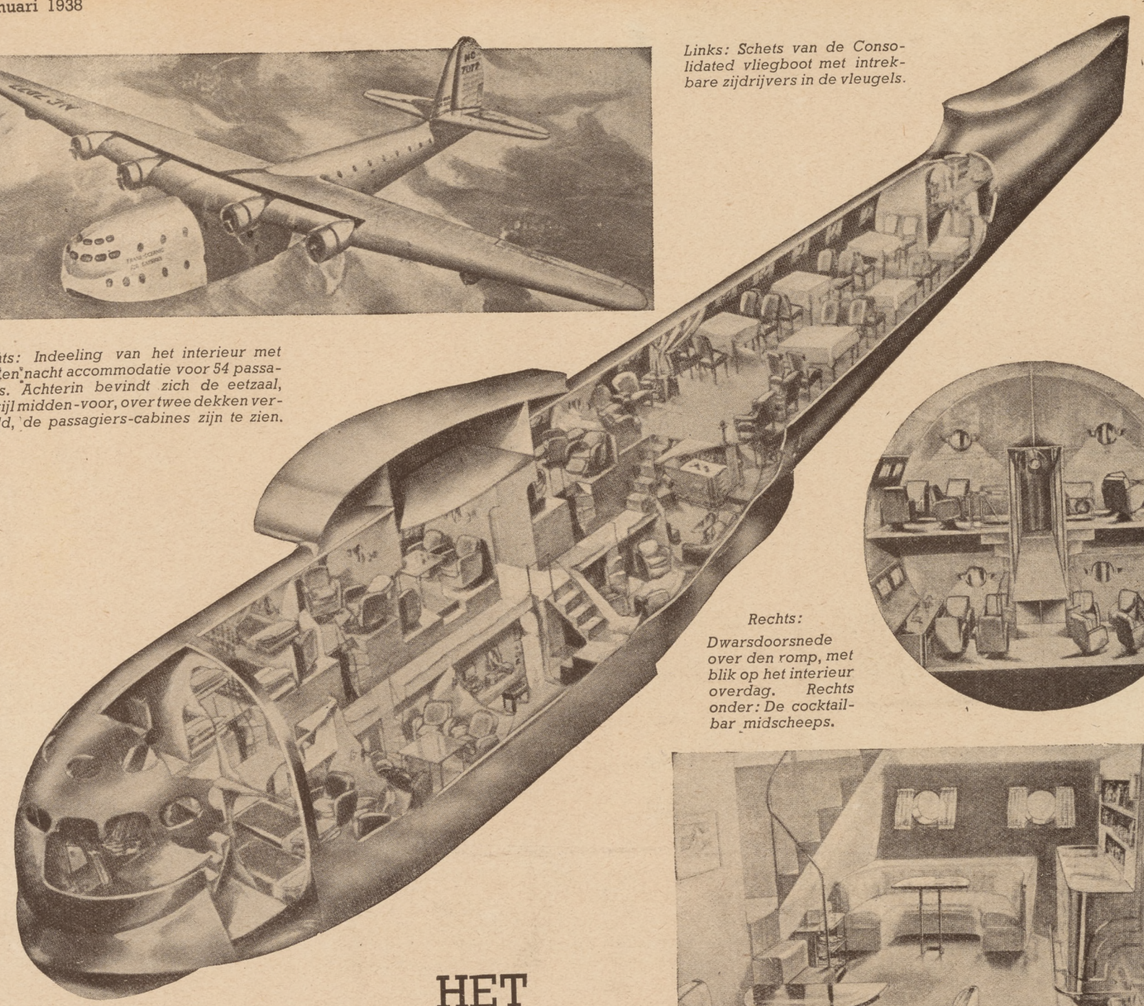


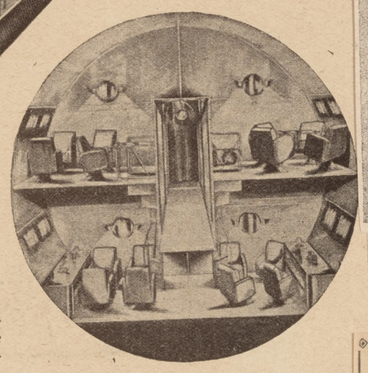
HET GROOTSTE MILITAIRE WATERVLIEGTUIG TER WERELD, bestemd voor de Amerikaansche marine, werd te San Diego te water gelaten. De afmetingen van het toestel komen door vergelijking met de personen er omheen goed tot uiting

„emeen Handelsblad" January 9, 1938
(Holland)

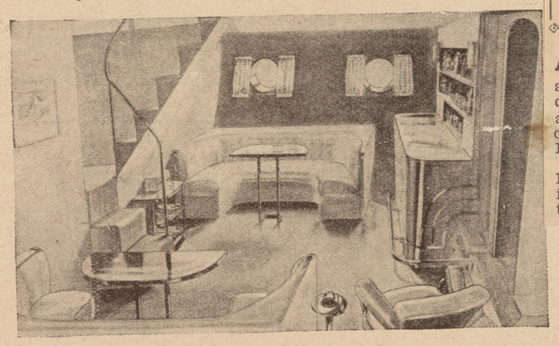
Links: Schets van de Consolidated vliegboot met intrekbare zijdrijvers in de vleugels.

Rechts: Indeeling van het interieur met dag en nacht accommodatie voor 54 passagiers. Achterin bevindt zich de eetzaal, terwijl midden-voor, over twee dekken verdeeld, de passagiers-cabines zijn te zien.





Rechts: Dwarsdoorsnede over den romp, met blik op het interieur overdag. Rechts onder: De cocktail-bar midscheeps.



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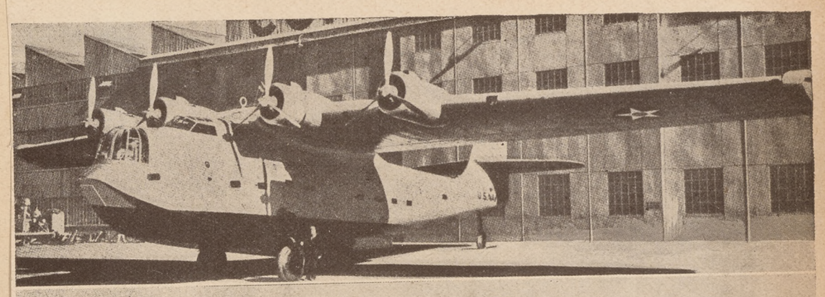
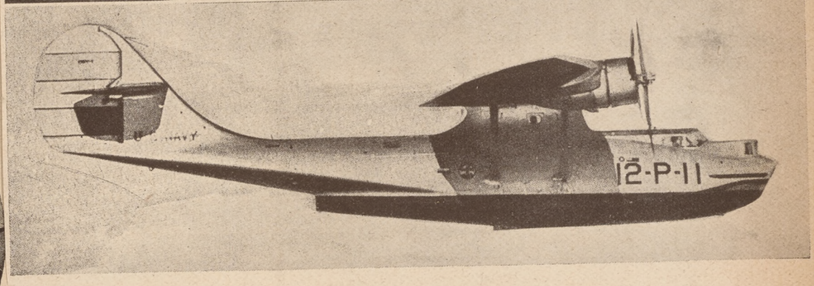
In ieder geval is deze Consolidated Trans-oceanic nog slechts een ontwerp, waarop, voor zoover we weten, nog geen bestellingen zijn binnengekomen. Of het zoover komt, zullen we dus dienen af te wachten. Consolidated heeft in vroegere jaren al eens eerder commercieele vliegtuigen gebouwd, doch den laatsten tijd verkreeg de fabriek voornamelijk bekendheid door de toestellen voor de Amerikaansche marine. Thans komt men met een alleszins vooruitstrevend verkeersvliegtuig, dat niet zal nalaten de aandacht te trekken.

859

13 Jan. 1938 Vliegwereld





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pleaños del niño Jaime Trujiosse se efectuó, en casa de sus es, una animada reunión social, asistencia de un selecto grupo us amiguitos. Los pequeños inios fueron gentilmente atendiprolongándose la reunión grante por varias horas.

muerzo.—Don Luis Martínez s y su señora, Victoria Salazar, cieron un elegante almuerzo en or del señor Alfredo Martínez su señora, Berta Carreño, mbros distinguidos de la socie- santandereana, recientemente dos a esta ciudad. Asistió un tto grupo de relacionados de los sos Martínez-Salazar y la reu- agradablemente, se prolongó espacio de varias horas.

Ordene sus trabajos a Castello osada. Mariano Hoyos sucesor vo local: plazuela de Las Nie- Calle 20, número 727. Teléfono 5.

muerzo.—El sábado, 15 de los ientes, un grupo de miembros uestra sociedad obsequiará con legante almuerzo de despedida, l Hotel Regina, al honorable se- Alberto Sepúlveda Contreras. despedirlo con motivo de su imo viaje a Chile.

5.—La señora Elisa Cortés de miento obsequió, con un elegan-, a un grupo de sus amigas. Las adas fueron gentilmente aten- s.

mida.—El coronel Miguel Par- y su señora, Julia Torres, ofre- on una elegante comida en su a un grupo de sus amigos. La ión, agradablemente, se pro-

LOS QUE LLEGAN

De Cali, el señor Ernesto Zawa ky, acompañado de su familia, viene a pasar una temporada esta ciudad. Los saludamos aten mente, deseándoles una grata te porada en esta ciudad.

—De Pereira, el señor Ignac Marulanda, acompañado de su s ñora, Luisa de Marulanda, y de s hijos.

—De Palmira, el señor Andrés cobar, acompañado de su famili

—De Ibagué, el señor Julio C cedo Castilla.

—De Cartagena, el señor Man Pineda Garrido.

—De Boyacá, el señor Gern Peña Martínez.

—De Chía, don Manuel Muñoz señora, Elena Faux, y sus ni Manuel y Beatriz.

—De Sasaima, el señor José ulia, su señora, Victoria Sole sus hijos, María y Jorge.

—De La Esperanza, en donde saron una corta temporada de raneo, don Pablo Holguín y su

LAS DENTADURAS POSTIZ ya no incomod

Muchas personas que usan dentadura pos se han visto en apuros al habérseles ca ó movido ésta inesperadamente. No viva temiendo que le pase lo mismo. Polvoree dentadura postiza con un poco de FIXODEN La mantendrá firme y cómodamente la boca y suavizará su aliento. Obten FIXODENT en cualquier farmacia. acepte substitutos.

corazado del
a la armada

lieu le 19 février. exposition aura

Hbld. 9/1/38. LUCHTVAART
629.135.2 Consolidated

VLIEGENDE „DREADNOUGHT" IN AMERIKA

De Consolidated PBY met een werkingsfeer van 8000 km onmisbaar voor de Amerikaansche vloot.

SNELHEID ONGEVEER 320 KM PER UUR

SEDERT 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd. Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Waar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zoo beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel. De verschillende groote vluchten in groepsverband, ondernomen met die Consolidated vliegbooten naar Honoloeloe en het Panama Kanaal, hadden de waarde dezer vliegtuigen als lange-afstand verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de bases Coco Solo in de Panama Kanaal Zone en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen Wright, Langley, Thrush en Owl en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

Deze enorme geheel metalen vliegboot is uitgerust met vier luchtgekoelde motoren van 1050 pk elk, welke de machine een snelheid geven van ongeveer 320 km per uur. Ten einde te maken, dat de machine inderdaad geruimen tijd ver van haar basis kan verblijven, is de bootromp behandeld met een speciale soort verf, welke het aanbakken en roestvorming voorkomt. Bij de inrichting der kajuiten is alle aandacht besteed aan het comfort der bemanning. Zoo vinden wij hier ruime en goed geventileerde slaapplaatsen, een longroom, een keuken (compleet met electrisch fornuis en een ijskast), de noodige kleerkasten, een toilet met waschbakken, een verwarmings- en ventilatie-systeem dat het verblijf aan boord zoowel in de tropen als in het hooge noorden aangenaam maakt, en een compleet ingerichte werkplaats voor het verrichten der noodige herstellingen aan motoren of boot. De wanden zijn bekleed met geluiddempend materiaal.

Evenals bij de PBY-vliegbooten, zijn de hulpdrijvers intrekbaar gemaakt en vormen zij in de vlucht de vleugelpunten, hetgeen de prestaties der machine ten goede komt door den verminderden weerstand. Een telefoonnet is geïnstalleerd, waardoor de bemanning onderling steeds contact heeft en de commandant snel en gemakkelijk zijn orders kan uitdeelen. Het electrische net heeft een spanning van 110 Volt en wordt bediend door een aparte installatie, onafhankelijk van de hoofdmotoren.

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemer-navigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp voor den vleugel.

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo. Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vlieg... Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft C... tion, welke in Europa door Fokker v... tegenwoordigd, kreeg ook Sikorsk... opdracht voor het bouwen van ... vliegboot, waaromtrent echter nog ... nig bekend is.

DE CONSOLIDATED P.B.Y. VOOR DE AMERIKAANSCHE MARINE, die een snelheid kan ontwikkelen van 320 km per uur.

ddo 20 JAN. 1938

Luchtvaart

Vliegende „Dreadnoughts" in Amerika

„Consolidated P. B. Y." Onmisbaar voor Vloot; Taak Torpedobooten als Verkenners Overgenomen

Zelfstandig Optreden als Voorposten

Lange-Afstand-Verkenners

Sedert 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd.

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Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel, aldus iezen wij in het „Alg. Hbl." De verschillende groote vluchten in groepsverband, ondernomen met die Consolidated-vliegbooten ... het Panama-Kanaal schikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp vóór den vleugel.

Werkingssfeer 8.000 Km

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo. Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8.000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

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L'Aviation - Bel... Jan. 15, 19...

LE (Brus...

MATERIEL

Nouveaux hydr... vions géants a... Etats-Unis

L'hydravion quadrimoteur Consolidated XPB. 2Y-1 qui a été présenté, pour la première fois en public, le 14 décembre dernier. C'est actuellement le plus grand et le plus complètement équipé des hydravions militaires ayant volé. Ses caractéristiques et performances ne peuvent être publiées.
On croit savoir, toutefois, que cet appareil est équipé de moteurs Pratt & Whitney « Twin Wasp » de 1.050-1.100 CV, qu'il pèse 30 tonnes et qu'il dispose d'une vitesse de croisière de 320 km.h-.

...) Per Kr. 100.

TE AMSTERDAM.

Amsterdam, 19 Jan. [Anip-Aneta]:

	18 Jan.	19 Jan.
A'dam-B'via: middenk.	100¼	100¼
a. idem bieden	100⅛	100⅛
b. idem laten	100⅜	100⅜
A'dam-Londen	8.97¼	8.97¼
„ -New-York	1.79 11/16	1.79½
„ -Parijs	6.03	6.03½

Amsterdam — Berlijn:

Speciale clearing wisselkot.: 72.32 72.30

TE NEW-YORK.

New-York, 19 Jan. [Reuter-Easter]:

	18 Jan.	19 Jan.
New-York—Londen	4.99⅜	4.99⅞
„ —Parijs	3.34⅜	3.36¼
„ —Amsterdam	55.71	55.72

TE LONDEN.

Londen, 19 Jan. [Reuter-Eastern]:

	18 Jan.	19 Jan.
Londen—Parijs	148.87	148.71
„ —Berlijn	12.40½	12.41¼
„ —Amsterdam	8.97 1/16	8.97⅛
„ —New-York	499.75	499.92
„ —Shanghai	1/29/32	1/29/32
„ —Bombay	1/6⅛	1/6⅛
„ —HongKong	1/31/16	1/31/16
„ —Singapore	2/43/16	2/43/16
„ —Japan	1.2	1/2

Consolidated Cuts Mellon

INCLUDING THE RECENTLY AWARDED NAVY CONTRACT for 33 patrol planes, to cost $4,500,000, the backlog of the Consolidated Aircraft Corp. was above $15,000,000 as of December 10. For the nine months ending September 30, 1937, deliveries totalled $7,726,061. Directors have declared a common dividend of 50 cents per share, first in the company's history, payable Dec. 27 to stock of record December 20, and the regular quarterly preferred dividend of 75 cents payable December 25 to stock of record Dec. 14.

Aviation Jan '38

● **The Navy awarded** . . . (1) The Noel Davis Trophy, for the most efficient division of the naval air reserve, to the First Aviation Division Squadron VS—12R stationed at Fairfax Field near Kansas City, Mo. All its pilots work for TWA. (2) The Schiff Trophy, for greatest safety, to the VP Squadron 7 at San Diego. (3) A contract to the Consolidated Aircraft Corp. for 33 patrol planes, type VPB at a price of $4,500,000. These are the first ships to be ordered from the bid opening of Oct. 29.

AVIATION MAG. Jan '38

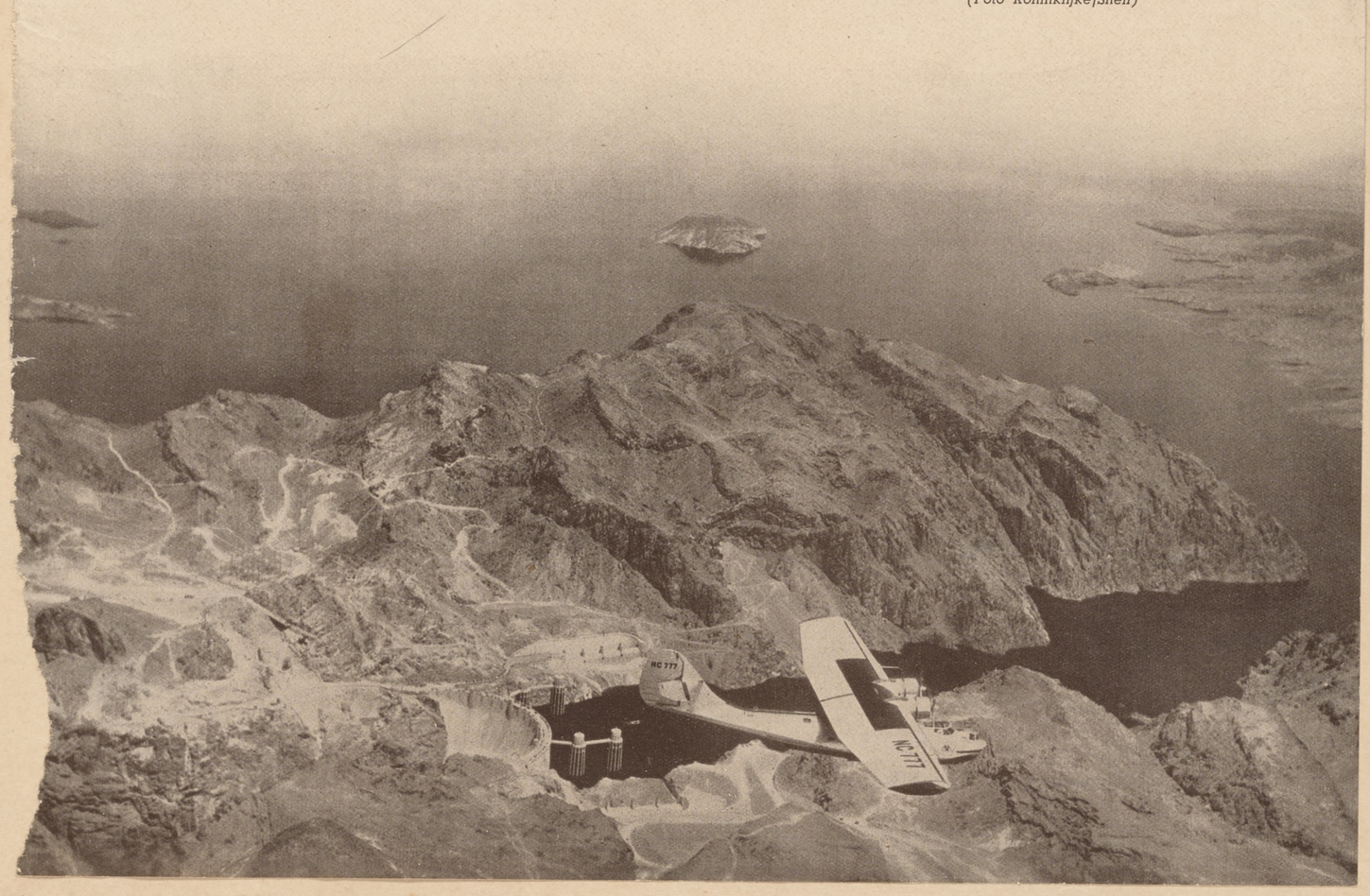
NIEUWE AMERIKAANSCHE LUCHTREUZEN

Vliegwereld

LOSSE NUMMERS
15 CENT
ABONNEMENT
Fl. 5.20 PER JAAR
Fl. 1.50 PER KWARTAAL
POPULAIR GEILLUSTREERD WEEKBLAD VOOR DE LUCHTVAART
DERDE JAARGANG
No. 50 - 13 JAN. 1938
Grootste verspreiding

WAARIN OPGENOMEN DE
OFFICIEELE MEDEDEELINGEN
VAN DE **NATIONALE LUCHTVAARTSCHOOL, DEN BOND VAN NEDERLANDSCHE AERO CLUBS,** AANGESLOTEN BIJ DE KONINKLIJKE NEDERL. VEREENIGING VOOR LUCHTVAART, EN **HET BUREAU v. LUCHTTOERISME K.N.V.v.L.-A.N.W.B.,** ALSMEDE VAN HET **NED. INSTITUUT VOOR ZWEEFVLIEGEN.**

Een commercieele Consolidated PBY. 1 vliegboot over de beroemde Boulder Dam in Arizona.
(Foto Koninklijke/Shell)



...L BUREAU VOOR PERSINLICHTINGEN
...RANTENKNIPSELDIENSTEN -:
...ersbureau Vaz Dias N.V. te Amsterdam
en het
...ureau „De Residentie" te 's Gravenhage
...B, AMSTERDAM-C., TELEFOON 45832, 48595 en 34180
629.135.2 Consolidated

De Telegraaf Av.-blad

18 VLIEGBOOTEN LEGGEN 4000 K.M. AF.

DE achttien vliegbooten van de Amerikaansche marine, die zoo juist den enormen afstand van San Diego in Californië naar Pearl Harbour op Hawaii (4000 K.M.) in groepsverband hebben afgelegd, hebben hiermede gedemonstreerd, dat de Amerikaansche marine over uitmuntend materieel beschikt.

Wel is waar is dit traject reeds ettelijke malen door afzonderlijke vliegtuigen afgelegd, doch in die gevallen werd aan lading zoo goed als uitsluitend benzine meegenomen, terwijl de 18 vliegbooten, die van het type Consolidated PBY zijn, waarvan Fokker de vertegenwoordiging voor geheel Europa bezit, volledig bemand met elk zeven koppen en verder met complete bewapening een normale dienstvlucht volbrachten.

Dit is niet de eerste maal, dat Consolidated vliegbooten in groepsverband dit traject, waarop nauwkeurige navigatie een eerste vereischte is, hebben afgelegd. Reeds verscheidene groepen werden op deze wijze in de Zuidzee gestationneerd, doch dit is wel het grootste aantal vliegtuigen, dat in groepsverband dezen moeilijken tocht ondernam.

S. D. Flier Killed In Crash; Cadet Also Dies

S.D. Union 1/27/38

Coronado Officer's Plane Wrecked on Hop From East

Lt. Comdr. Emile Chourre, 43, pioneer San Diego naval flier, and Michael Ola, 25, flying cadet, were killed yesterday when their two-seated scouting plane crashed into a 250-foot mooring mast at Scott field, Belleville, Ill.

The mishap, in which the plane's right wing was sheared off when it struck the yellow-and-black striped mast, occurred in "excellent" weather and army officers last night could not account for the crash, The Associated Press reported.

Chourre and the cadet were ferrying the plane here from Anacostia, D. C. The wreckage plummeted to the ground 200 yards from the mast. Both men were dead when soldiers reached the scene.

VISIBILITY GOOD

"I don't see why they didn't see it, unless they weren't looking," army major said, referring t... mast which stands 600 yard... east of the area used in pl... tions and which was b... field was a lighter...

The ceiling w... visibility was ... plane circle... suddenly ... the ma... C...

Aviation Victim

...ine old
...herries
...ved . . .
direct from the
...fernandez cellars
...mate connections with the mainl...
...dons stocks of old Vintages, w...
...pany, a famed Spanish house pos...
...to get our shipments out of war...
...to maintain our present low...

Hbld. 9/1/38. LUCHTVAART
629.135.2 Consolidated

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Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

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De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

DE CONSOLIDATED P.B.Y. VOOR DE AMERIKAANSCHE MARINE, die een snelheid kan ontwikkelen van 320 km per uur.

ddo 20 JAN. 1938

Luchtvaart

Vliegende „Dreadnoughts" in Amerika

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Sedert 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd.

Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6.000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Daar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zóó beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel, aldus lezen wij in het „Alg. Hbl." De verschillende groote vluchten in groepsverband, ondernomen met die Consolidated-vliegbooten naar Honoloeloe en het Panama-Kanaal, hadden de waarde dezer vliegtuigen als lange-afstand-verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de bases Coco Solo in de Panama Kanaal zône en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen „Wright", „Langley", „Thrush" en „Owl" en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware viermotorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorposten-groep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige eenheden kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

Snelheid ongeveer 320 Km per Uur

Deze enorme, geheel metalen vliegboot is uitgerust met vier luchtgekoelde motoren van 1050 pk elk, welke de machine een snelheid geven van ongeveer 320 km per uur. Teneinde te maken, dat de machine inderdaad geruimen tijd ver van haar basis kan verblijven, is de bootromp behandeld met een speciale soort verf, welke het aanbakken en roestvorming voorkomt. Bij de inrichting der kajuiten is alle aandacht besteed aan het comfort der bemanning. Zoo vinden wij hier ruime en goed geventileerde slaapplaatsen, een longroom, een keuken (compleet met electrisch fornuis en een ijskast), de noodige kleerkasten, een toilet met waschbakken, een verwarmings- en ventilatie-systeem dat het verblijf aan boord zoowel in de tropen als in het hooge Noorden aangenaam maakt, en een compleet ingerichte werkplaats voor het verrichten der noodige herstellingen aan motoren of boot. De wanden zijn bekleed met geluiddempend materiaal.

Evenals bij de PBY-vliegbooten, zijn de hulpdrijvers intrekbaar gemaakt en vormen zij in de vlucht de vleugelpunten, hetgeen de prestaties der machine ten goede komt door den verminderden weerstand. Een telefoonnet is geïnstalleerd, waardoor de bemanning onderling steeds contact heeft en de commandant snel en gemakkelijk zijn orders kan uitdeelen. Het electrische net heeft een spanning van 110 Volt en wordt bediend door een aparte installatie, onafhankelijk van de hoofdmotoren.

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemer-navigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp vóór den vleugel.

Werkingssfeer 8.000 Km

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo. Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8.000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot n den Stillen Oceaan het volgend jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

L'Aviation - Belge
Jan. 15, 1938
(Brussels, Belgium)

LE MATERIEL

Nouveaux hydravions géants aux Etats-Unis

L'hydravion quadrimoteur Consolidated XPB. 2Y-1 qui a été présenté, pour la première fois en public, le 14 décembre dernier. C'est actuellement le plus grand et le plus complètement équipé des hydravions militaires ayant volé. Ses caractéristiques et performances ne peuvent être publiées.
On croit savoir, toutefois, que cet appareil est équipé de moteurs Pratt & Whitney « Twin Wasp » de 1.050-1.100 CV, qu'il pèse 30 tonnes et qu'il dispose d'une vitesse de croisière de 320 km.h-.

Consolidated Cuts Mellon

INCLUDING THE RECENTLY AWARDED NAVY CONTRACT for 33 patrol planes, to cost $4,500,000, the backlog of the Consolidated Aircraft Corp. was above $15,000,000 as of December 10. For the nine months ending September 30, 1937, deliveries totalled $7,726,061. Directors have declared a common dividend of 50 cents per share, first in the company's history, payable Dec. 27 to stock of record December 20, and the regular quarterly preferred dividend of 75 cents payable December 25 to stock of record Dec. 14.

Aviation Jan '38

● **The Navy awarded** . . . (1) The Noel Davis Trophy, for the most efficient division of the naval air reserve, to the First Aviation Division Squadron VS—12R stationed at Fairfax Field near Kansas City, Mo. All its pilots work for TWA. (2) The Schiff Trophy, for greatest safety, to the VP Squadron 7 at San Diego. (3) A contract to the Consolidated Aircraft Corp. for 33 patrol planes, type VPB at a price of $4,500,000. These are the first ships to be ordered from the bid opening of Oct. 29.

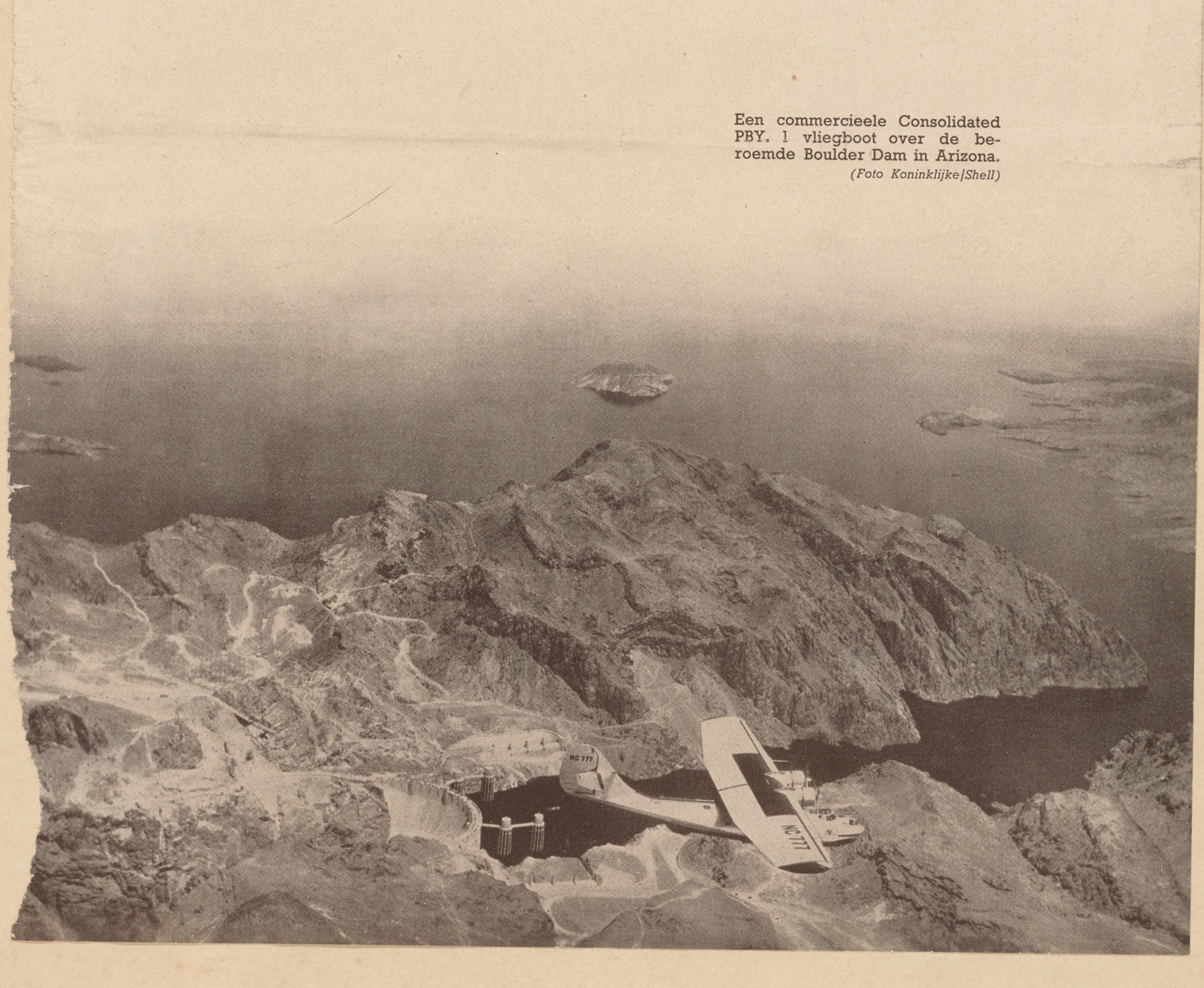
AVIATION NAG. Jan '38

NIEUWE AMERIKAANSCHE LUCHTREUZEN

Vliegwereld

LOSSE NUMMERS
15 CENT
ABONNEMENT
Fl. 5.20 PER JAAR
Fl. 1.50 PER KWARTAAL
POPULAIR GEILLUSTREERD WEEKBLAD VOOR DE LUCHTVAART
DERDE JAARGANG
No. 50 - 13 JAN. 1938
Grootste verspreiding

WAARIN OPGENOMEN DE
OFFICIEELE MEDEDEELINGEN
VAN DE **NATIONALE LUCHTVAARTSCHOOL, DEN BOND VAN NEDERLANDSCHE AERO CLUBS,** AANGESLOTEN BIJ DE KONINKLIJKE NEDERL. VEREENIGING VOOR LUCHTVAART, EN **HET BUREAU v. LUCHTTOERISME K.N.V.v.L.-A.N.W.B.,** ALSMEDE VAN HET **NED. INSTITUUT VOOR ZWEEFVLIEGEN.**



Een commercieele Consolidated PBY. 1 vliegboot over de beroemde Boulder Dam in Arizona.
(Foto Koninklijke/Shell)

L BUREAU VOOR PERSINLICHTINGEN
RANTENKNIPSELDIENSTEN -:
ersbureau Vaz Dias N.V. te Amsterdam
en het
ureau „De Residentie" te 's Gravenhage
3, AMSTERDAM-C., TELEFOON 45832, 48595 en 34180

629.135.2 Consolidated

De Telegraaf Av.-blad

18 VLIEGBOOTEN LEGGEN 4000 K.M. AF.

DE achttien vliegbooten van de Amerikaansche marine, die zoo juist den enormen afstand van San Diego in Californië naar Pearl Harbour op Hawaii (4000 K.M.) in groepsverband hebben afgelegd, hebben hiermede gedemonstreerd, dat de Amerikaansche marine over uitmuntend materieel beschikt.

Wel is waar is dit traject reeds ettelijke malen door afzonderlijke vliegtuigen afgelegd, doch in die gevallen werd aan lading zoo goed als uitsluitend benzine meegenomen, terwijl de 18 vliegbooten, die van het type Consolidated PBY zijn, waarvan Fokker de vertegenwoordiging voor geheel Europa bezit, volledig bemand met elk zeven koppen en verder met complete bewapening een normale dienstvlucht volbrachten.

Dit is niet de eerste maal, dat Consolidated vliegbooten in groepsverband dit traject, waarop nauwkeurige navigatie een eerste vereischte is, hebben afgelegd. Reeds verscheidene groepen werden op deze wijze in de Zuidzee gestationneerd, doch dit is wel het grootste aantal vliegtuigen, dat in groepsverband dezen moeilijken tocht ondernam.

S. D. Flier Killed In Crash; Cadet Also Dies

S.D. Union 1/27/38

Coronado Officer's Plane Wrecked on Hop From East

Lt. Comdr. Emile Chourre, 43, pioneer San Diego naval flier, and Michael Ola, 25, flying cadet, were killed yesterday when their two-seated scouting plane crashed into a 250-foot mooring mast at Scott field, Belleville, Ill.

The mishap, in which the plane's right wing was sheared off when it struck the yellow-and-black striped mast, occurred in "excellent" weather and army officers last night could not account for the crash, The Associated Press reported.

Chourre and the cadet were ferrying the plane here from Anacostia, D. C. The wreckage plummeted to the ground 200 yards from the mast. Both men were dead when soldiers reached the scene.

VISIBILITY GOOD

"I don't see why they didn't see it, unless they weren't looking," an army major said, referring to the mast which stands 600 yards southeast of the area used in plane operations and which was built when the field was a lighter-than-air base.

The ceiling was unlimited and visibility was 10 miles when the plane circled for a landing, veered suddenly and sharply and rammed the mast. The craft was demolished.

Chourre's death came within a few weeks after he had completed 20 years' flying in the navy without a serious accident. Born in San Francisco Aug. 28, 1894, Chourre was attending the University of California when America entered the World war. He enlisted in the naval reserve corps, won his wings as a naval aviator, and for a time was stationed with Comdr. Marc Mitcher at the Naval Air base at Miami.

In 1919 he returned to San Diego for duty with the navy's first spotting or observation squadron. Subsequently he was attached to the aircraft carrier Langley and later became engineering officer of the naval air station. With the advent of the flying boat Chourre transferred from land plane flying to the "big boats" and participated in many of the navy's outstanding flights with this type of aircraft.

AIRCRAFT INSPECTOR

Because of his thorough knowledge of all types of navy planes he was assigned by the navy department to act as official announcer and commentator at the National Air races in Cleveland in 1934-35. He was appointed June 30, 1936, as inspector of naval aircraft at the Consolidated factory at Lindbergh field, a position he held at the time of his death.

The naval officer is survived by his wife and two children, residing at 568 I ave., Coronado.

Ola, 25, recently had completed the flying cadet course at Pensacola and was en route here for further flying training before being assigned to duty aboard one of the carriers. He resided in Geisto... Pa.

Aviation Victim

LT. COMDR. EMILE CHOURRE

FLIERS COVER 2,631 MILES IN MASS FLIGHT

Eighty Men Pilot Craft Over Pacific From San Diego In 21 Hours 48 Minutes

McDade Puts Plane Down In Pearl Harbor at 4:29 A. M. To Receive Welcome

By JOHN TERRY

Thirteen officers and 67 enlisted men of the fleet air base are resting today after bringing the 12 new patrol bombing planes of Squadron VP-6 safely to Pearl Harbor through a violent storm in the closing hours of a flight from San Diego.

Behind the silver hulls of the navy's newest aircraft lies a 2,631 mile ocean route, successfully covered in a 21 hour 48 minute flight, which ended when Lt. Cmdr. William M. McDade, squadron commander, radioed his arrival time at Pearl Harbor at 3:50 this morning.

WASHINGTON, Jan. 29. (AP)— Secretary of the Navy Claude A Swanson expressed the navy's elation today at the completion this morning of the flight of 12 new patrol planes from San Diego to Honolulu.

"While the flight was routine for the delivery of new planes to replace obsolete planes at Honolulu," the secretary said, "it was nevertheless a grueling test of the new patrol planes and the skill of the operating personnel.

"To fly 12 large planes in formation through all kinds of weather for a distance of 2,600 miles and maintain a schedule of departure and arrival fixed several weeks ago is a gratifying example of the efficiency of our naval aviation."

His plane, first to land, swept down on the channel surface opposite the air base at 4:29. A few minutes later he was ashore, bringing with him the first detailed report of an hour's fight with a storm encountered approximately 300 miles from Pearl Harbor at midnight.

Radio Reports Bad Weather

Preliminary indications of weather trouble were afforded by radio messages, the first at 12 p. m. last night saying, "Am in very bad weather at 12,000 feet in vicinity of Pelican (aircraft tender). Give weather report immediately."

At 3 the communications office at the fleet air base picked up another message reading, "Have been trapped in heavy weather for the past hour. Solid from surface to 15,000 feet. Am in the clear now. Coming in on bearings."

Just as a red dawn was breaking behind Diamond Head, Lt. (jg) J. B. H. Young's plane, last of the group to land, touched water at 6:35, bringing to a close the biggest mass flight ever made between the mainland and Hawaii — a flight which the navy describes as a

(Continued on Page 9. Col. 1)

SWANSON LAUDS HAWAII FLIGHT

By United Press

WASHINGTON, Jan. 20.—Secretary of the Navy Claude A. Swanson today summarized in the words, "Well done," his praise for the flight of the 18 naval patrol planes from San Diego to Pearl Harbor, Hawaii.

Swanson issued a formal statement, however, saying:

"The successful delivery flight of 18 patrol planes, non-stop, between San Diego and Pearl Harbor, has again demonstrated the soundness of the training methods and the reliability of the material employed by the Navy.

"I again offer my congratulations to the officers and men carrying out these flights.

12 NAVY PLANES ARRIVE AT P. H.

(Continued from Page 1)

routine replacement of old craft here.

It was 6:02 yesterday morning when the squadron formed over San Diego and sped on its overwater path to Pearl Harbor.

Approximaetly 170 men and women, and even a few children, lined the shoreside of the squadron's hangar to welcome the fliers.

Capt. Kenneth Whiting, air base commander, and Cmdr. Henry M. Mullinnix, air base executive officer, were among the first to greet Cmdr. McDade.

Capt. Whiting laid an arm around the squadron commander's shoulder.

"Nice work, Shorty," he said.

Trying Voyage Completed

It was a commendation from one of the navy's first airplane pilots to a flier who had brought his planes through a trying voyage.

Shortly before 4 the red and green lights of the squadron appeared in the eastern sky approaching Pearl Harbor. The soft hum of engines swelled to a roar as the planes swept over the base.

"They're making sweet music," an enlisted man commented.

The moon was riding almost directly overhead, shining through fleecy clouds. Against it the planes were silhouetted like immense black birds.

Green rockets arched into the sky, signaling to the fliers that the channel was clear for a landing.

Circles Base Twice

Shortly after 3:50 Cmdr. McDade came in for a landing. His plane roared low over the water, then rose with blue fire streaming from exhausts of the two engines, to circle over the base again.

He was down at 4:27. Beach crews met his plane at the ramp's edge and brought it ashore by tractor.

Remaining planes made their landings in accordance with flares fired from shore, green denoting a clear channel, red warning of obstructions.

Occasional pieces of debris drifted down the channel, washed into the water by heavy rains which accompanied a storm that broke over Oahu at midafternoon.

Morning Breaks Clear

Serene morning skies bore little resemblance to the black clouds that had piled up over the island earlier.

The aircraft tender Pelican from Pearl Harbor, stationed 300 miles toward San Diego from Pearl Harbor, had notified the squadron before its takeoff on the coast that a thunder shower was gathering over the islands.

Squadron personnel is expected back on duty Monday. The new twin engined planes, capable of flying in excess of 3,400 miles, face a strenuous period of training operations, making up for time which crews lost while their planes were being completed.

CRASH VICTIM PIONEER S. D. NAVAL FLIER

Comdr. Chourre Recently Completed 20 Years Of Service

Lieut. Comdr. Emile Chourre, 43-year-old San Diego Navy flier who died yesterday with Michael Ola, 25, in a plane crash at Belleville, Ill., was one of San Diego's early fliers, it was disclosed today.

The body of the veteran aviator, who had just completed 20 years of Navy flying, will be shipped to San Diego for burial, North Island officials reported today. Interment will occur at Ft. Rosecrans National Cemetery, with full military honors.

Lieut. Comdr. Chourre was attending the University of California when the United States entered the World War. He enlisted in Navy aviation, won his wings, and was stationed in Miami.

In 1919, he came to San Diego, where he was attached to the Navy's first observation squadron. Later, after serving duty on the aircraft carrier, Langley, he became engineering officer at the Naval Air Station, North Island. He was noted for his thorough knowledge of all types of Navy planes, and because of this, was named official announcer at the 1934-35 National Air races in Cleveland.

A year and a half ago, Comdr. Chourre was appointed inspector of naval aircraft at Consolidated Aircraft Corp., Lindbergh Field. His widow and two children live at 568 I-av, Coronado. Ola, who died with Chourre, was a flying cadet, scheduled to assume duties here.

Luchtvaart en Automobilisme

De vliegende „Dreadnought" in Holland

De Consolidated PBY met een werkingssfeer van 8000 KM.

320 KM PER UUR

Naar bekend, heeft Fokker licentie gekregen op de „Consolidated PBY"; dat „Anton" een fijne neus gehad heeft, moge uit het ondervolgende, ontleend aan de Msb., blijken.

Sedert 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd. Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Waar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zoo beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel. De verschillende groote vluchten in groepsverband ondernomen met die Consolidated vliegbooten naar Honoloeloe en het Panama Kanaal hadden de waarde dezer vliegtuigen als lange-afstand verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de basis Coco Solo in de Panama Kanaal Zône en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen Wright, Langley, Thrush en Owl en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemernavigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp voor den vleugel.

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo.

Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

De consolidated P. B. Y. voor de Amerikaansche Marine, die een snelheid kan ontwikkelen van 320 km per uur

VLIEGEND FORT

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

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● The Navy dispatched fourteen big Consolidatel patrol boats on another routine transfer of equipment from San Diego to Coco Solo. C. Z., Dec. 8. Twenty-one and a half hours later they had all arrived in first class shape. The force of ninety-eight officers and men.

Aviation (Mag.) Jan '38

18 San Diego Bombers Hop for Hawaii Today

WORLD CAPITALS WATCH FLIGHT; 553 MILLION NAVY BILL REPORTED TO HOUSE

Radio Chains Will Carry Description of Start From North Island; Adm. Leahy Warns of Increasing Threats to International Peace.

S D Union 1/18/38

San Diegans, including navy personnel, who read with interest yesterday the reports from Washington about Adm. Leahy's testimony that world political conditions demand strengthening of the national defense, also saw some concrete aspects of the situation close at hand. For one thing, a report spread that the light cruisers Trenton, Milwaukee and Memphis, now on the way to Australia, may remain in Asiatic waters indefinitely.

Meanwhile last-minute preparations were made to hasten the flight of 18 powerful new patrol bombing planes from San Diego to Honolulu a day earlier than originally planned. The change was due to weather conditions, which promise to be favorable to the earlier start. That this great mass flight is being watched with keen interest not only in America but abroad is the firm belief of local aviation experts.

A description of the departure of 18 navy patrol planes—largest mass flight attempted over a long distance—for Honolulu, will be aired over KGB this morning at 8. In case of postponement, KGB will go on the air as soon as the flight begins. KFSD and NBC broadcast is scheduled for 8:30. Van C. Newkirk, Louis Hall and Dave Young are to describe activities from vantage point atop a hangar at North island and then will shift controls to Sid Fuller and Eddie Tidwell on the Pickwick hotel roof for a description of the planes in flight.

Largest Naval Mass Jaunt Set for 8:40

Eighteen multimotored long-range patrol bombers, the largest and most powerful flotilla of aircraft that ever has attempted an ocean flight in mass formation, will roar out of San Diego this morning on a 2570-mile continuous flight to Hawaii. The first plane is scheduled to take off at 8:40.

Although classified by the navy high command "as a ferry detachment to Pearl Harbor," the flight will be watched by the capitals of Europe and Asia with keen interest.

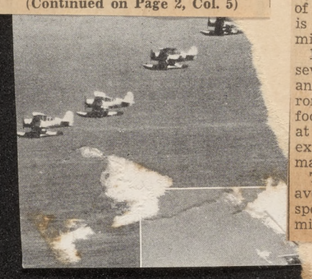
Arrangements are being made by radio networks, newsreels and press cameramen to cover the event. NBC will have a total of 102 stations from coast to coast on a network with Don Wilson and Clinton Twiss doing the announcing from North Island. Five newsreel crews arrived from Los Angeles last night.

Due In 18-20 Hours

Rear Adm. Ernest J. King, commander, aircraft, base force, said the planes, under command of Lt. Comdrs. S. H. Warner and W. G. Tomlinson, will follow the great circle route from Pt. Loma to Diamond Head. They should reach Hawaii in 18 to 20 hours, or between 4 and 6 o'clock tomorrow morning, Pacific coast time.

Probability of storms sweeping down from the Aleutian islands into the California-Hawaii airway led to the determination to advance the flight 24 hours. Indications are that favorable weather will prevail in the vicinity of Pearl Harbor at the time of landing. For the first 1000 miles of the flight the weather will be somewhat spotty, with both head-on and beam winds. These handicaps gradually will be elim-

(Continued on Page 2, Col. 5)



18 BOMBERS HOP FOR HAWAII TODAY

(Continued from Page One)

inated as the squadrons near the islands.

Ships to Guard Route

Three surface ships will act as plane guards and disseminate weather information. The aircraft tender Langley's station is midway between San Diego and Honolulu. Five hundred miles west is the destroyer Litchfield. The destroyer Reid is 500 miles east of the Langley.

The air fleet comprises patrol squadron 10, consisting of 12 Consolidated-built bombers, and six planes of squadron 9. Squadron 10 is to remain based at Pearl Harbor. The planes of squadron 9 are to be turned over to patrol squadron 4. The personnel of No. 9 will return to San Diego by steamer, and probably will ferry 12 more planes to Hawaii in June.

The flight is the fifth mass distance ocean hop by aircraft of the scouting force within 12 months. Two of these flights, of 12 planes each, were made to Hawaii, and two of 12 and 14 planes each to Panama. All were carried out without mishap and in fast time.

Ships Thoroughly Tested

For nearly two months the personnel of squadrons 9 and 10 have been carrying out a series of intensive test flights with the 18 planes, flying both by day and night. Each of the huge offshore patrol bombers is capable of flying more than 4000 miles without refueling.

Each plane will carry a crew of seven officers and men. The pilot and commander of plane 2 of squadron 9 is Lt. Tom Hamilton, former football coach of the naval academy at Annapolis. It will be his first experience in an overseas mass formation flight.

The voyage will be made at an average altitude of 10,000 feet. The speed will vary from 120 to 170 miles an hour.

NAVY BOMBERS SET NEW MARK ON HAWAII HOP

S D Sun 1/19/38

18 S. D. Planes Reach Pearl Harbor In 20½ Hours After Bucking Headwinds; Trip Without Trouble

Sliding through the air beneath a brilliant moon, 18 of the Navy's huge twin-motored patrol planes reached Hawaii at 5:48 a. m. today, 20 hours and 30 minutes after leaving San Diego harbor, to establish a new navy air record between California and Hawaii.

When the last airboat had landed at Pearl Harbor base, the Navy had completed its fifth long-distance mass flight in a year.

In this time, the Navy has launched a mighty sky fleet of 68 planes carrying more than 500 officers and men over a total air distance of 14,010 miles.

With monotonous regularity the Navy has sent its ships into the air—42 to Hawaii and 26 to Coco Solo in the Panama Canal Zone—in world-reminding demonstrations of the new aerial strength of a Navy being rushed into the most powerful strength of its history.

Delivery of these giant airboats to Panama and mid-Pacific bases has strengthened the far-flung "first line of defense" which the Navy has erected on a great semi-circle from Alaska to Hawaii to Panama.

The 18 planes which reached Hawaii this morning droned on through the night without incident, but in slower time than had been expected. The average speed was cut down because of wind resistance that held the bombers to a little more than a 100-mile-an-hour clip over the

NAVY BOMBERS SET NEW MARK ON HAWAII HOP

20 Hours And 30 Minutes Required For Long Mass Flight

(Continued from Page 1)

early part of the flight.

They traveled the entire distance in the two V-shaped formations. Along the route the Navy had spaced three ships, the Reid, the Langley and the Talburt, to aid in case of trouble.

Lieut. Comdr. Warner, who insisted the flight was "only routine" despite its magnitude, described the trip as "so-so."

"Strong headwinds slowed us up exceedingly on the first third of the trip," he said. "It was cloudy a good part of the way but we didn't strike any rain.

"The only difficulty we encountered was icing on the propellors and the wings. There was no trouble with carburetors, however, and the trip at no time was dangerous."

"There was no trouble with any ship, to my knowledge," the commander added, "and we maintained sight contact throughout."

The squadrons flew their charted route except once when they bore slightly to the south. All the control vessels except the Reid were sighted, the commander said.

Easy Trip

The officers reported that no

◇ ◇ ◇

Some motorists actually do live up to that regulation—and merely pay for the damage they've done. Those who don't automatically become guilty of reckless and hit-and-run-driving.

◇ ◇ ◇

Supposed to stop, look for the owner of the car and if you can't find him, leave a note with your name and address—and notify the police.

JAPANESE SNUB HOP

By United Press

PEARL HARBOR, HONOLULU, T. H., Jan. 19.—Arrival here today of 18 naval bombers after a non-stop flight from San Diego was not covered by newspapermen from local Japanese papers. Neither the Hochi nor Nippu Jiji asked the Navy to furnish passes so its representatives could enter the Navy yard. Naval authorities were asked if passes would have been granted if requested and answered, "That is a situation that would have been handled if it had come up."

THE EVENING TRIBUNE, San Diego, Cal., Tuesday, Jan. 25, 1938

Fleet Reviews Accomplishments Of Consair During Year

Two Consolidated Aircraft Corp. officials, C. A. Van Dusen, vice president and works manager, and Gordon E. Mounce, now on their way to Europe are expected to obtain enough foreign business to keep the aircraft plant here operating for many years, Maj. Reuben H. Fleet, president of Consolidated reported in "The President's Column" of the current issue of Consolidator, monthly publication of the plant. Fleet devotes the article to a summary of Consolidated achievements in 1937 and some of the prospects for 1938. The article, written about the first of the year, refers to the San Diego-to-Honolulu flight of 18 Consolidated planes as a coming event. This flight was completed successfully last week. His summary follows:

During the year, Consolidated delivered to our navy 88 (101 to date) PBY type flying boats, plus spares equivalent to 17½ more. At the opening of 1937, we had on hand orders totaling $18,000,000. Additional orders were received during the year for nearly $8,000,000 worth of flying equipment and the company still has a backlog of nearly $14,000,000 to start on in 1938. The Argentine government took delivery of six of our P2Y-3 type airboats, plus spares. Mr. Archbold accepted two GUBA (PBY) boats, one of which was turned over to the Russian government to be used in search of the Russian fliers lost in the Arctic and the Russian government itself took delivery of a commercial version of the PBY-1.

Progress Followed

While we point with pride at the amount of business that we have done and the number of airboats we have delivered, it is more important to Consolidated to follow the progress of our products after they have been turned over to our customers.

Let us first take the case of the PBY's that Uncle Sam is now using so extensively in naval operations. When, on Jan. 28, Capt. Whiting sent a brief radio from Pearl Harbor, Hawaii, to Adm. King in San Diego saying "Patrol Squadron 6 arrived in excellent condition, reported for duty, ready for service," it was characteristic of what is expected and received from Consolidated boats in service. Such a short message, after the successful flight of 12 flying boats across the Pacific for 2553 miles in record-breaking time, for the first formation flight of that length in history, tells little of the story behind such a flight. When, however, another 12 PBY-1 flying boats took off from San Diego on April 12 and landed San Diego on April 12 and landed in perfect order at Pearl Harbor, breaking the same recodd, it was indeed "routine" for the navy and for Consolidated flying boats. This was followed on June 21 by another record-breaking flight of 3087 miles, the only difference being a change in direction from San Diego to Coco Solo, Canal Zone. To show how simple it was the navy flew 14 more PBY's to Coco Solo on Dec. 8 in the unheard of time of 22 hours and 20 minutes. Thus four record-breaking mass formation flights were completed in the year — all with Consolidated air boats and all in "routine" without mishap. At the time of writing, it is reported that at least 18 more Consolidated PBY's are to take off for Pearl Harbor on the 19th of January. In addition, the navy has used PBY's on dozens of other "routine" flights and rough water landings, etc., in connection with navy activities.

Flight First of Kind

While of an entirely different nature, the flights of Mr. Archbold during the year 1937 with his Consolidated Gubas are accomplishments that have received the commendation of all aviation followers. Not content with flying Guba from San Diego to Boulder lake and from San Diego to Lake Tahoe (where take-off was made at an altiture of 6425 feet) Mr. Archbold made a non-stop flight with Guba from San Diego to New York, the first time this has ever been done in a flying boat. At the time of the loss of the Russian fliers in the Arctic, the Russian government persuaded Mr. Archbold to release his ship as it was the only one available with sufficient range to cover the vast arctic wastes in this search. Flown by Sir Hubert Wilkins and Herbert Hollick-Kenyon, it covered over 19,000 miles of polar regions, returning south only when the freeze-up prevented further water operation. The second Guba was then built for Mr. Archbold and while he has not had it for long, it has already completed a round trip to Cuba, flying non-stop from San Diego to Miami on the first leg of the journey.

Proud of Performance

And so we may well be proud of the performance of Consolidated products during the year 1937. Now let us look into the reasons behind the efficient production that has been carried on in our company. Mr. John D. Hertz, one of our directors, who paid us his first visit on Jan. 4, after a careful inspection of our plant, remarked that it was the finest manufacturing plant that he had ever seen in his life and he considered our type of workmen the best with which he had ever been in contact. This is praise indeed as Mr. Hertz has a knowledge of factories and personnel equalled by few. There is no doubt but that our plant is in as fine condition as possible right now. Our additions that were completed at the opening of 1937 gave us the second largest aircraft factory in the country and we are proud to say we are the largest producers of airboats in the world. Production methods employed throughout Consolidated closely represent those in the most efficient manufacturing plants in the world today.

Best in Existence

The management feels that the employe-employer relations within our organization, are the best in existence. The agreement entered into with Aircraft Lodge 1125 of the International Association of Machinists, on the 26th of April, 1937, has worked out to the best interests of everyone. Regular meetings are held with representatives of our employes and differences are ironed out with prompt dispatch almost as they occur. Successful management prefers this type of relationship, not for humane reasons alone but for the good of the corporation through better workmanship and better products as a result of perfect coordination with the workmen.

And so we feel better able to serve the needs of the world in aviation today than ever before. We have done a good job for Uncle Sam and are still working on the latest in flying boats for him. The Consolidated XPB2Y-1 four-engine Flying Dreadnaught which has just been completed and flown, is probably the largest and fastest airboat that has yet been developed. With speed and load-carrying ability in excess of anything flying today it should prove a formidable addition to our navy air arm and national defense. We hope to sell commercial versions of this type for transatlantic passenger service. In the meantime, our PBY-1 type airboat has been released for export and in the 15th of this month, Mrs. C. A. Van Dusen, vice president and works manager, and Mr. Gordon E. Mounce, who represented Consolidated for some years in Europe, are sailing on the Isle de France for Europe to further our interests there.

Let us take a look at what we have to offer. Airboats present tremendous advantages for world-wide operation. They require no expensive landing fields, utilizing any open water for this purpose. With a boat such as the PBY-1 that Mr. Archbold has already landed and taken off at altitudes of nearly 6500 feet and which he plans to operate in New Guinea on a lake 12,000 feet high, it is doubly true that every bit of open water is available for landing. PBY's have been flight tested and taken off with one motor completely dead—not idling, and have demonstrated their ability to climb to cruising altitude and maintain same on one motor. Their cruising range of over 4000 miles makes them invaluable as commercial cargo planes over any airway or over any ocean in the world. Their reliability has been proved in actual service with our navy. In addition to their regular service duties, the routine transfer of 50 airboats of their size in four mass flights totaling 141,400 non-stop airplane miles is an accomplishment unequalled by any aircraft in the world.

So we know we have the best product in the world to sell and we are now in a position to offer it to friendly foreign nations at a price that we would be unable to meet were we not in full production. It is expected that Messrs. Van Dusen and Mounce will obtain sufficient business to keep our force going full blast for some years to come.

We can well say that "progress has been made" in 1937.

FLIERS COVER 2,631 MILES IN MASS FLIGHT

Eighty Men Pilot Craft Over Pacific From San Diego In 21 Hours 48 Minutes

McDade Puts Plane Down In Pearl Harbor at 4:29 A. M. To Receive Welcome

By JOHN TERRY

Thirteen officers and 67 enlisted men of the fleet air base are resting today after bringing the 12 new patrol bombing planes of Squadron VP-6 safely to Pearl Harbor through a violent storm in the closing hours of a flight from San Diego.

Behind the silver hulls of the navy's newest aircraft lies a 2,631 mile ocean route, successfully covered in a 21 hour 48 minute flight, which ended when Lt. Cmdr. William M. McDade, squadron commander, radioed his arrival time at Pearl Harbor at 3:50 this morning.

WASHINGTON, Jan. 29. (AP)— Secretary of the Navy Claude A Swanson expressed the navy's elation today at the completion this morning of the flight of 12 new patrol planes from San Diego to Honolulu.

"While the flight was routine for the delivery of new planes to replace obsolete planes at Honolulu," the secretary said, "it was nevertheless a grueling test of the new patrol planes and the skill of the operating personnel.

"To fly 12 large planes in formation through all kinds of weather for a distance of 2,600 miles and maintain a schedule of departure and arrival fixed several weeks ago is a gratifying example of the efficiency of our naval aviation."

His plane, first to land, swept down on the channel surface opposite the air base at 4:29. A few minutes later he was ashore, bringing with him the first detailed report of an hour's fight with a storm encountered approximately 300 miles from Pearl Harbor at midnight.

Radio Reports Bad Weather

Preliminary indications of weather trouble were afforded by radio messages, the first at 12 p. m. last night saying, "Am in very bad weather at 12,000 feet in vicinity of Pelican (aircraft tender). Give weather report immediately."

At 3 the communications office at the fleet air base picked up another message reading, "Have been trapped in heavy weather for the past hour. Solid from surface to 15,000 feet. Am in the clear now. Coming in on bearings."

Just as a red dawn was breaking behind Diamond Head, Lt. (jg) J. B. H. Young's plane, last of the group to land, touched water at 6:35, bringing to a close the biggest mass flight ever made between the mainland and Hawaii — a flight which the navy describes as a

(Continued on Page 9. Col. 1)

SWANSON LAUDS HAWAII FLIGHT

By United Press

WASHINGTON, Jan. 20.—Secretary of the Navy Claude A. Swanson today summarized in the words, "Well done," his praise for the flight of the 18 naval patrol planes from San Diego to Pearl Harbor, Hawaii.

Swanson issued a formal statement, however, saying:

"The successful delivery flight of 18 patrol planes, non-stop, between San Diego and Pearl Harbor, has again demonstrated the soundness of the training methods and the reliability of the material employed by the Navy.

"I again offer my congratulations to the officers and men carrying out these flights.

12 NAVY PLANES ARRIVE AT P. H.

(Continued from Page 1)

routine replacement of old craft here.

It was 6:02 yesterday morning when the squadron formed over San Diego and sped on its over-water path to Pearl Harbor.

Approximaetly 170 men and women, and even a few children, lined the shoreside of the squadron's hangar to welcome the fliers.

Capt. Kenneth Whiting, air base commander, and Cmdr. Henry M. Mullinnix, air base executive officer, were among the first to greet Cmdr. McDade.

Capt. Whiting laid an arm around the squadron commander's shoulder.

"Nice work, Shorty," he said.

Trying Voyage Completed

It was a commendation from one of the navy's first airplane pilots to a flier who had brought his planes through a trying voyage.

Shortly before 4 the red and green lights of the squadron appeared in the eastern sky approaching Pearl Harbor. The soft hum of engines swelled to a roar as the planes swept over the base.

"They're making sweet music," an enlisted man commented.

The moon was riding almost directly overhead, shining through fleecy clouds. Against it the planes were silhouetted like immense black birds.

Green rockets arched into the sky, signaling to the fliers that the channel was clear for a landing.

Circles Base Twice

Shortly after 3:50 Cmdr. McDade came in for a landing. His plane roared low over the water, then rose with blue fire streaming from exhausts of the two engines, to circle over the base again.

He was down at 4:27. Beach crews met his plane at the ramp's edge and brought it ashore by tractor.

Remaining planes made their landings in accordance with flares fired from shore, green denoting a clear channel, red warning of obstructions.

Occasional pieces of debris drifted down the channel, washed into the water by heavy rains which accompanied a storm that broke over Oahu at midafternoon.

Morning Breaks Clear

Serene morning skies bore little resemblance to the black clouds that had piled up over the island earlier.

The aircraft tender Pelican from Pearl Harbor, stationed 300 miles toward San Diego from Pearl Harbor, had notified the squadron before its takeoff on the coast that a thunder shower was gathering over the islands.

Squadron personnel is expected back on duty Monday. The new twin engined planes, capable of flying in excess of 3,400 miles, face a strenuous period of training operations, making up for time which crews lost while their planes were being completed.

Thursday, January 27, 1938

W

CRASH VICTIM PIONEER S. D. NAVAL FLIER

Comdr. Chourre Recently Completed 20 Years Of Service

Lieut. Comdr. Emile Chourre, 43-year-old San Diego Navy flier who died yesterday with Michael Ola, 25, in a plane crash at Belleville, Ill., was one of San Diego's early fliers, it was disclosed today.

The body of the veteran aviator, who had just completed 20 years of Navy flying, will be shipped to San Diego for burial, North Island officials reported today. Interment will occur at Ft. Rosecrans National Cemetery, with full military honors.

Lieut. Comdr. Chourre was attending the Unversity of California when the United States entered the World War. He enlisted in Navy aviation, won his wings, and was stationed in Miami.

In 1919, he came to San Diego, where he was attached to the Navy's first observation squadron. Later, after serving duty on the aircraft carrier, Langley, he became engineering officer at the Naval Air Station, North Island. He was noted for his thorough knowledge of all types of Navy planes, and because of this, was named official announcer at the 1934-35 National Air races in Cleveland.

A year and a half ago, Comdr. Chourre was appointed inspector of naval aircraft at Consolidated Aircraft Corp., Lindbergh Field. His widow and two children live at 568 I-av, Coronado. Ola, who died with Chourre, was a flying cadet, scheduled to assume duties here.

Owl's Information Office

BATAVIAASCH NIEUWSBLAD van Dinsd

Luchtvaart en Automobilisme

De vliegende „Dreadnought" in Holland

De Consolidated PBY met een werkingssfeer van 8000 KM.

320 KM PER UUR

Naar bekend, heeft Fokker licentie gekregen op de „Consolidated PBY"; dat „Anton" een fijne neus gehad heeft, moge uit het ondervolgende, ontleend aan de Msb., blijken.

Sedert 1 October 1937 zijn de torpedobooten der Amerikaansche Marine toegevoegd aan de gevechtsvloot en is hun rol van verkenners overgenomen door snelle vliegbooten met een groot vliegbereik. Ruim tweehonderd machines van het type Consolidated PBY zijn voor dit doel gereserveerd. Deze vliegbooten, uitgerust met twee motoren van ruim 1000 pk elk, hebben een vliegbereik van meer dan 6000 km bij een snelheid van ongeveer 230 km per uur, waardoor zij in staat zullen zijn ver voor de vloot uit de bewegingen van den vijand te verkennen en veel eerder berichten hieromtrent den eigen bevelhebber draadloos door te geven dan mogelijk is met de snelste torpedojagers. Waar buitendien deze vliegbooten zwaar bewapend zijn met bommen, kunnen zij den vijand reeds groote schade toebrengen voordat de feitelijke slag is begonnen en bijv. de vliegtuig-moederschepen vernietigen of zoo beschadigen, dat de vijandelijke vloot het moet stellen zonder vliegtuigen en daardoor een groot deel van haar gevechtswaarde zal hebben ingeboet.

Intusschen is deze drastische verandering in de samenstelling van de Amerikaansche vloot geen noodmaatregel. De verschillende groote vluchten in groepsverband ondernomen met die Consolidated vliegbooten naar Honoloeloe en het Panama Kanaal, hadden de waarde dezer vliegtuigen als lange-afstand verkenners definitief bewezen en men kwam als vanzelf op de idee, deze vliegtuigen te gaan gebruiken als de voorposten van de vloot. Vice-admiraal Ernest J. King zal het bevel voeren over deze verkenners-groep, welke is verdeeld over de basis Coco Solo in de Panama Kanaal Zône en Pearl Harbour op Honoloeloe. De vliegtuig-moederschepen Wright, Langley, Thrush en Owl en het daarbij behoorende lichtere materieel zijn eveneens aan deze groep toegevoegd.

VLIEGEND FORT

Zoo goed als het Legervliegkorps naast de betrekkelijk lichte twee-motorige bommenwerpers, een aantal zeer zware vier-motorige bommenwerpers heeft aangekocht, welke den naam van vliegende forten ten volle verdienen, is de Marine van oordeel, dat die voorpostengroep eveneens de beschikking behoort te hebben over zeer groote viermotorige vliegbooten, welke nog meer dan de twee-motorige machines van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Een dergelijke „Vliegende Dreadnought" is de Consolidated PB2Y-I.

Deze enorme geheel metalen vliegboot is uitgerust met vier luchtgekoelde motoren van 1050 pk elk, welke de machine een snelheid geven van ongeveer 320 km per uur. Ten einde te maken, dat de machine inderdaad geruimen tijd ver van haar basis kan verblijven, is de bootromp behandeld met een speciale soort verf, welke het aanbakken en roestvorming voorkomt. Bij de inrichting der kajuiten is alle aandacht besteed aan het comfort der bemanning. Zoo vinden wij hier ruime en goed geventileerde slaapplaatsen, een longroom, een keuken (compleet met electrisch fornuis en een ijskast), de noodige kleerenkasten, een toilet met waschbakken, een verwarmings- en ventilatie-systeem dat het verblijf aan boord zoowel in de tropen als in het hooge noorden aangenaam maakt, en een compleet ingerichte werkplaats voor het verrichten der noodige herstellingen aan motoren of boot. De wanden zijn bekleed met geluiddempend materiaal.

Evenals bij de PBY-vliegbooten, zijn de hulpdrijvers intrekbaar gemaakt en vormen zij in de vlucht de vleugelpunten, hetgeen de prestaties der machine ten goede komt door den verminderden weerstand. Een telefoonnet is geïnstalleerd, waardoor de bemanning onderling steeds contact heeft en de commandant snel en gemakkelijk zijn orders kan uitdeelen. Het electrische net heeft een spanning van 110 Volt en wordt bediend door een aparte installatie, onafhankelijk van de hoofdmotoren.

ONBELEMMERD ZICHT

Achter den vleugel, boven in den romp, bevindt zich een kajuit voor den waarnemernavigator. Van hier uit heeft deze een onbelemmerd zicht op den hemel voor het schieten van de zon of sterren en hij beschikt over een volledig stel instrumenten voor het doen zijner waarnemingen en voor het bepalen van den te vliegen koers. De gesloten kajuit voor de bestuurders bevindt zich in den bovenkant van den romp voor den vleugel.

Geheel voor in den neus is een gesloten geschutkoepel, terwijl een tweede koepel zich bevindt in den rompstaart, onder het stabilo.

Verder bevinden zich nog geschutstanden in de zijwanden en in het dak van den romp, zoodat deze machine zich behoorlijk naar alle kanten kan verdedigen. Een zeer groote bommenlast kan worden meegevoerd. Het vliegbereik bedraagt 8000 km bij, zooals reeds gezegd, een snelheid van ongeveer 320 km per uur.

De eerste machine van dit type heeft in den loop van December proefgevlogen en is daarna overgebracht naar de basis van het Marine Vliegkorps voor het nemen van verdere proeven. Verwacht mag worden, dat in den loop van dit jaar een eerste bestelling op een serie dezer machines zal worden gegeven, zoodat de Amerikaansche vloot in den Stillen Oceaan het volgende jaar over een aantal dezer „Vliegende Dreadnoughts" zal beschikken.

Behalve de Consolidated Aircraft Corporation, welke in Europa door Fokker wordt vertegenwoordigd, kreeg ook Sikorsky Aircraft opdracht voor het bouwen van zoo'n groote vliegboot, waaromtrent echter nog slechts weinig bekend is.

De consolidated P. B. Y. voor de Amerikaansche Marine, die een snelheid kan ontwikkelen van 320 km per uur

● **The Navy dispatched** fourteen big Consolidatel patrol boats on another routine transfer of equipment from San Diego to Coco Solo. C. Z., Dec. 8. Twenty-one and a half hours later they had all arrived in first class shape. The force of ninety-eight officers and men.

Aviation (Mag.) Jan '38

18 San Diego Bombers Hop for Hawaii Today

WORLD CAPITALS WATCH FLIGHT; 553 MILLION NAVY BILL REPORTED TO HOUSE

Radio Chains Will Carry Description of Start From North Island; Adm. Leahy Warns of Increasing Threats to International Peace.

S D Union 1/18/38

San Diegans, including navy personnel, who read with interest yesterday the reports from Washington about Adm. Leahy's testimony that world political conditions demand strengthening of the national defense, also saw some concrete aspects of the situation close at hand. For one thing, a report spread that the light cruisers Trenton, Milwaukee and Memphis, now on the way to Australia, may remain in Asiatic waters indefinitely.

Meanwhile last-minute preparations were made to hasten the flight of 18 powerful new patrol bombing planes from San Diego to Honolulu a day earlier than originally planned. The change was due to weather conditions, which promise to be favorable to the earlier start. That this great mass flight is being watched with keen interest not only in America but abroad is the firm belief of local aviation experts.

A description of the departure of 18 navy patrol planes—largest mass flight attempted over a long distance—for Honolulu, will be aired over KGB this morning at 8. In case of postponement, KGB will go on the air as soon as the flight begins. KFSD and NBC broadcast is scheduled for 8:30. Van C. Newkirk, Louis Hall and Dave Young are to describe activities from vantage point atop a hangar at North island and then will shift controls to Sid Fuller and Eddie Tidwell on the Pickwick hotel roof for a description of the planes in flight.

Largest Naval Mass Jaunt Set for 8:40

Eighteen multimotored long-range patrol bombers, the largest and most powerful flotilla of aircraft that ever has attempted an ocean flight in mass formation, will roar out of San Diego this morning on a 2570-mile continuous flight to Hawaii. The first plane is scheduled to take off at 8:40.

Although classified by the navy high command "as a ferry detachment to Pearl Harbor," the flight will be watched by the capitals of Europe and Asia with keen interest.

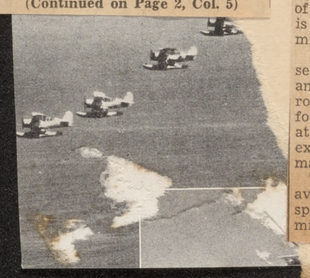
Arrangements are being made by radio networks, newsreels and press cameramen to cover the event. NBC will have a total of 102 stations from coast to coast on a network with Don Wilson and Clinton Twiss doing the announcing from North Island. Five newsreel crews arrived from Los Angeles last night.

Due In 18-20 Hours

Rear Adm. Ernest J. King, commander, aircraft, base force, said the planes, under command of Lt. Comdrs. S. H. Warner and W. G. Tomlinson, will follow the great circle route from Pt. Loma to Diamond Head. They should reach Hawaii in 18 to 20 hours, or between 4 and 6 o'clock tomorrow morning, Pacific coast time.

Probability of storms sweeping down from the Aleutian islands into the California-Hawaii airway led to the determination to advance the flight 24 hours. Indications are that favorable weather will prevail in the vicinity of Pearl Harbor at the time of landing. For the first 1000 miles of the flight the weather will be somewhat spotty, with both head-on and beam winds. These handicaps gradually will be elim-

(Continued on Page 2, Col. 5)



18 BOMBERS HOP FOR HAWAII TODAY

(Continued from Page One)

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18 S. D. Planes Reach Pearl Harbor In 20½ Hours After Bucking Headwinds; Trip Without Trouble

Sliding through the air beneath a brilliant moon, 18 of the Navy's huge twin-motored patrol planes reached Hawaii at 5:48 a. m. today, 20 hours and 30 minutes after leaving San Diego harbor, to establish a new navy air record between California and Hawaii.

When the last airboat had landed at Pearl Harbor base, the Navy had completed its fifth long-distance mass flight in a year.

In this time, the Navy has launched a mighty sky fleet of 68 planes carrying more than 500 officers and men over a total air distance of 14,010 miles.

With monotonous regularity the Navy has sent its ships into the air—42 to Hawaii and 26 to Coco Solo in the Panama Canal Zone—in world-reminding demonstrations of the new aerial strength of a Navy being rushed into the most powerful strength of its history.

Delivery of these giant airboats to Panama and mid-Pacific bases has strengthened the far-flung "first line of defense" which the Navy has erected on a great semi-circle from Alaska to Hawaii to Panama.

The 18 planes which reached Hawaii this morning droned on through the night without incident, but in slower time than had been expected. The average speed was cut down because of wind resistance that held the bombers to a little more than a 100-mile-an-hour clip over the

NAVY BOMBERS SET NEW MARK ON HAWAII HOP

20 Hours And 30 Minutes Required For Long Mass Flight

(Continued from Page 1)

early part of the flight.

They traveled the entire distance in the two V-shaped formations. Along the route the Navy had spaced three ships, the Reid, the Langley and the Talburt, to aid in case of trouble.

Lieut. Comdr. Warner, who insisted the flight was "only routine" despite its magnitude, described the trip as "so-so."

"Strong headwinds slowed us up exceedingly on the first third of the trip," he said. "It was cloudy a good part of the way but we didn't strike any rain.

"The only difficulty we encountered was icing on the propellors and the wings. There was no trouble with carburetors, however, and the trip at no time was dangerous."

JAPANESE SNUB HOP

By United Press

PEARL HARBOR, HONOLULU, T. H., Jan. 19.—Arrival here today of 18 naval bombers after a non-stop flight from San Diego was not covered by newspapermen from local Japanese papers. Neither the Hochi nor Nippu Jiji asked the Navy to furnish passes so its representatives could enter the Navy yard. Naval authorities were asked if passes would have been granted if requested and answered, "That is a situation that would have been handled if it had come up."

"There was no trouble with any ship, to my knowledge," the commander added, "and we maintained sight contact throughout."

The squadrons flew their charted route except once when they bore slightly to the south. All the control vessels except the Reid were sighted, the commander said.

Easy Trip

The officers reported that no member of his crew suffered any fatigue on the trip.

Mrs. Frederick Trapnell, wife of one of the lieutenants on the flight, placed a carnation lei around Comdr. Warner's neck as he disembarked.

The harbor scene was most colorful as the bombers came down at intervals of from six to 10 minutes.

Red and white guide lights ringed the landing space, maroon and green Very lights were used to signal the planes down and the huge motors of the ships gave out red and blue exhaust flames.

The last plane landed at 7:07 a. m. (PST).

This flight was the greatest of the five Navy mass flights. A previous squadron of 12 planes flew to Honolulu in 21 hours and 21 minutes. Each of the bombers carried seven and eight men and 10,000 pounds of gasoline.

THE EVENING TRIBUNE, San Diego, Cal., Tuesday, Jan. 25, 1938

Fleet Reviews Accomplishments Of Consair During Year

Two Consolidated Aircraft Corp. officials, C. A. Van Dusen, vice president and works manager, and Gordon E. Mounce, now on their way to Europe are expected to obtain enough foreign business to keep the aircraft plant here operating for many years, Maj. Reuben H. Fleet, president of Consolidated reported in "The President's Column" of the current issue of Consolidator, monthly publication of the plant. Fleet devotes the article to a summary of Consolidated achievements in 1937 and some of the prospects for 1938. The article, written about the first of the year, refers to the San Diego-to-Honolulu flight of 18 Consolidated planes as a coming event. This flight was completed successfully last week. His summary follows:

During the year, Consolidated delivered to our navy 88 (101 to date) PBY type flying boats, plus spares equivalent to 17½ more. At the opening of 1937, we had on hand orders totaling $18,000,000. Additional orders were received during the year for nearly $8,000,000 worth of flying equipment and the company still has a backlog of nearly $14,000,000 to start on in 1938. The Argentine government took delivery of six of our P2Y-3 type airboats, plus spares. Mr. Archbold accepted two GUBA (PBY) boats, one of which was turned over to the Russian government to be used in search of the Russian fliers lost in the Arctic and the Russian government itself took delivery of a commercial version of the PBY-1.

Progress Followed

While we point with pride at the amount of business that we have done and the number of airboats we have delivered, it is more important to Consolidated to follow the progress of our products after they have been turned over to our customers.

Let us first take the case of the PBY's that Uncle Sam is now using so extensively in naval operations. When, on Jan. 28, Capt. Whiting sent a brief radio from Pearl Harbor, Hawaii, to Adm. King in San Diego saying "Patrol Squadron 6 arrived in excellent condition, reported for duty, ready for service," it was characteristic of what is expected and received from Consolidated boats in service. Such a short message, after the successful flight of 12 flying boats across the Pacific for 2553 miles in record-breaking time, for the first formation flight of that length in history, tells little of the story behind such a flight. When, however, another 12 PBY-1 flying boats took off from San Diego on April 12 and landed San Diego on April 12 and landed in perfect order at Pearl Harbor, breaking the same recodd, it was indeed "routine" for the navy and for Consolidated flying boats. This was followed on June 21 by another record-breaking flight of 3087 miles, the only difference being a change in direction from San Diego to Coco Solo, Canal Zone. To show how simple it was the navy flew 14 more PBY's to Coco Solo on Dec. 8 in the unheard of time of 22 hours and 20 minutes. Thus four record-breaking mass formation flights were completed in the year — all with Consolidated air boats and all in "routine" without mishap. At the time of writing, it is reported that at least 18 more Consolidated PBY's are to take off for Pearl Harbor on the 19th of January. In addition, the navy has used PBY's on dozens of other "routine" flights and rough water landings, etc., in connection with navy activities.

Flight First of Kind

While of an entirely different nature, the flights of Mr. Archbold during the year 1937 with his Consolidated Gubas are accomplishments that have received the commendation of all aviation followers. Not content with flying Guba from San Diego to Boulder lake and from San Diego to Lake Tahoe (where take-off was made at an altiture of 6425 feet) Mr. Archbold made a non-stop flight with Guba from San Diego to New York, the first time this has ever been done in a flying boat. At the time of the loss of the Russian fliers in the Arctic, the Russian government persuaded Mr. Archbold to release his ship as it was the only one available with sufficient range to cover the vast arctic wastes in this search. Flown by Sir Hubert Wilkins and Herbert Hollick-Kenyon, it covered over 19,000 miles of polar regions, returning south only when the freeze-up prevented further water operation. The second Guba was then built for Mr. Archbold and while he has not had it for long, it has already completed a round trip to Cuba, flying non-stop from San Diego to Miami on the first leg of the journey.

Proud of Performance

And so we may well be proud of the performance of Consolidated products during the year 1937. Now let us look into the reasons behind the efficient production that has been carried on in our company. Mr. John D. Hertz, one of our directors, who paid us his first visit on Jan. 4, after a careful inspection of our plant, remarked that it was the finest manufacturing plant that he had ever seen in his life and he considered our type of workmen the best with which he had ever been in contact. This is praise indeed as Mr. Hertz has a knowledge of factories and personnel equalled by few. There is no doubt but that our plant is in as fine condition as possible right now. Our additions that were completed at the opening of 1937 gave us the second largest aircraft factory in the country and we are proud to say we are the largest producers of airboats in the world. Production methods employed throughout Consolidated closely represent those in the most efficient manufacturing plants in the world today.

Best in Existence

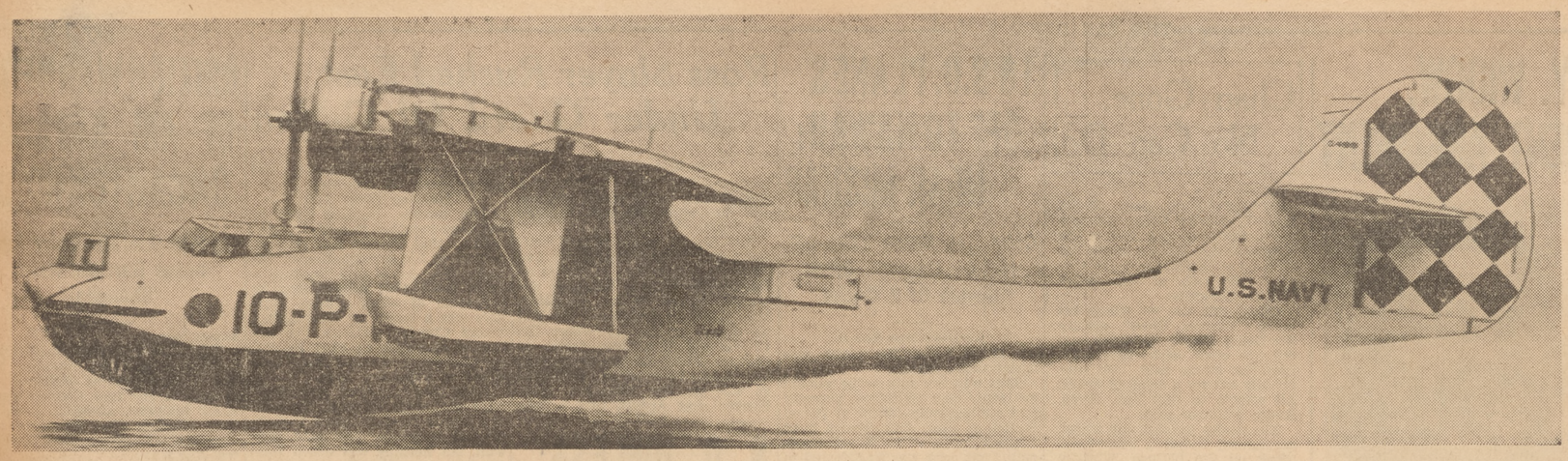
The management feels that the employe-employer relations within our organization, are the best in existence. The agreement entered into with Aircraft Lodge 1125 of the International Association of Machinists, on the 26th of April, 1937, has worked out to the best interests of everyone. Regular meetings are held with representatives of our employes and differences are ironed out with prompt dispatch almost as they occur. Successful management prefers this type of relationship, not for humane reasons alone but for the good of the corporation through better workmanship and better products as a result of perfect coordination with the workmen.

And so we feel better able to serve the needs of the world in aviation today than ever before. We have done a good job for Uncle Sam and are still working on the latest in flying boats for him. The Consolidated XPB2Y-1 four-engine Flying Dreadnaught which has just been completed and flown, is probably the largest and fastest airboat that has yet been developed. With speed and load-carrying ability in excess of anything flying today it should prove a formidable addition to our navy air arm and national defense. We hope to sell commercial versions of this type for trans-atlantic passenger service. In the meantime, our PBY-1 type airboat has been released for export and on the 15th of this month, Mrs. C. A. Van Dusen, vice president and works manager, and Mr. Gordon E. Mounce, who represented Consolidated for some years in Europe, are sailing on the Isle de France for Europe to further our interests there.

Let us take a look at what we have to offer. Airboats present tremendous advantages for world-wide operation. They require no expensive landing fields, utilizing any open water for this purpose. With a boat such as the PBY-1 that Mr. Archbold has already landed and taken off at altitudes of nearly 6500 feet and which he plans to operate in New Guinea on a lake 12,000 feet high, it is doubly true that every bit of open water is available for landing. PBY's have been flight tested and taken off with one motor completely dead—not idling, and have demonstrated their ability to climb to cruising altitude and maintain same on one motor. Their cruising range of over 4000 miles makes them invaluable as commercial cargo planes over any airway or over any ocean in the world. Their reliability has been proved in actual service with our navy. In addition to their regular service duties, the routine transfer of 50 airboats of their size in four mass flights totaling 141,400 non-stop airplane miles is an accomplishment unequalled by any aircraft in the world.

So we know we have the best product in the world to sell and we are now in a position to offer it to friendly foreign nations at a price that we would be unable to meet were we not in full production. It is expected that Messrs. Van Dusen and Mounce will obtain sufficient business to keep our force going full blast for some years to come.

We can well say that "progress has been made" in 1937.



Off To Honolulu!

Hawaii-bound on the greatest mass flight of Navy history are 18 San Diego patrol bombers today, led by the flagship of Lieut.-Comdr. Spencer H. Warner, shown right as it churned along the take-off channel in the harbor this morning. (Story in Col. 2.) *(Photo by Erle Zahm, Sun staff photographer.)*

The San Diego Sun

SCRIPPS—HOWARD

ESTABLISHED 1881—VOL. 58 No. 18

...r, Daily and 65c a Month

HOME

If you fail to get your copy of The Sun phone Main 6121 before 6:30 P. M. daily or 9:00 A. M. Sundays, and a special copy will be sent.

FIVE CENTS

The Fact-o-Graph by WILLIS WERNER

It's All Free.

FOUR out of five San Diegans are too busy to realize it—but you can ride on boats, watch human drama in the making, see how pencils are made, enjoy a million dollars worth of armchair adventure—and do it all free!

◇ ◇ ◇

More dramatic than any imaginative creation—for there's no guaranteed happy ending in the last chapter—are the cases which come up for trial in San Diego's six superior, six municipal courts.

◇ ◇ ◇

A score of San Diegans spend their entire time going from courtroom to courtroom, are familiar figures to bailiffs and court clerks — but hundreds more have never watched a hearing proceed—except in the movies.

◇ ◇ ◇

The day's "program" is posted in the County Clerk's office, tells what cases are coming up in the superior courts, how long they're expected to last, whether or not a jury is being used.

◇ ◇ ◇

Regular courtroom followers become "fans" of certain lawyers, know when they appear in cases against certain other lawyers fireworks may be anticipated.

◇ ◇ ◇

Cases in two divisions—civil (such as suits for damages), and criminal (trials for negligent homicide, drunk driving, etc.) You can also hear wills contested, juries selected, and—particularly on Saturday mornings—watch the divorce parade.

◇ ◇ ◇

MORE personal are the actions to collect back rent, small damages—as in the case where a man sued for teeth he lost when he bit into a nail in chewing tobacco—in the five municipal courts on the fifth floor of the Spreckels building. Sixth municipal court—police court—adjoins the police station on second-av

S. D. BOMBERS OFF TO HAWAII; NEAR MISHAP

Calm Bay Slows Take-Off; Motor Causes Quick Switch Of 2 Crafts

Averaging 120 miles per hour, the 18 San Diego Navy planes attempting the Hawaii flight were 177 miles at sea at 11 a. m. today. They were at 11,000 feet and encountering good weather. Shortly after this report from Aircraft Scouting Force headquarters, the planes passed out of the zone of 40-knot headwinds and were expected to gain speed.

Battling adverse takeoff conditions, 18 heavily loaded Navy patrol bombers soared away from San Diego harbor this morning on a 2570-mile non-stop mass flight to Hawaii—a flight which almost began disastrously for several of the 14-ton airboats.

With wind velocity alarmingly low and the bay's surface smooth as glass, the giant planes experienced great difficulty freeing themselves from the tremendous suction on their hulls as they pounded down the take-off lanes toward Point Loma.

Weather Ideal

With weather conditions almost ideal on the transpacific route, the planes are expected to reach Pearl Harbor, in the light of a full moon, at 1 a. m. tomorrow (PST), Aircraft Scouting Force staff officials estimated.

Fifty-eight minutes elapsed from the moment the first plane—10-P-4, piloted by Lieut. H. V. Hopkins, took to the air at 8:38 a. m. until the final craft—10-P-12, with Lieut. (jg) G. M. Greene at the controls, leaped through sheets of foaming spray and sped away to an air rendezvous off the Baja California coast.

9-P-2 Withdrawn

At 8 a. m., when mechanics began tuning up the 1000-horsepower motors of the big ships, it was learned that one of 9-P-2's engines was not functioning properly. Rather than risk a possible forced landing along the hazard-

Turn to Page 2, Col. 5.

Success S...

Death at the hands o... ness partner brought ... the amazing success ... Mrs. Edith Mae Cumm... four years after becom... phone operator, was ... aire real estate operat... troit. Mrs. Julia M... above, with whom she ... indicted on a fraud ch... that, while en route h...

By

Rear Admiral A. B. Cook, USN

Chief of Bureau of Aeronautics

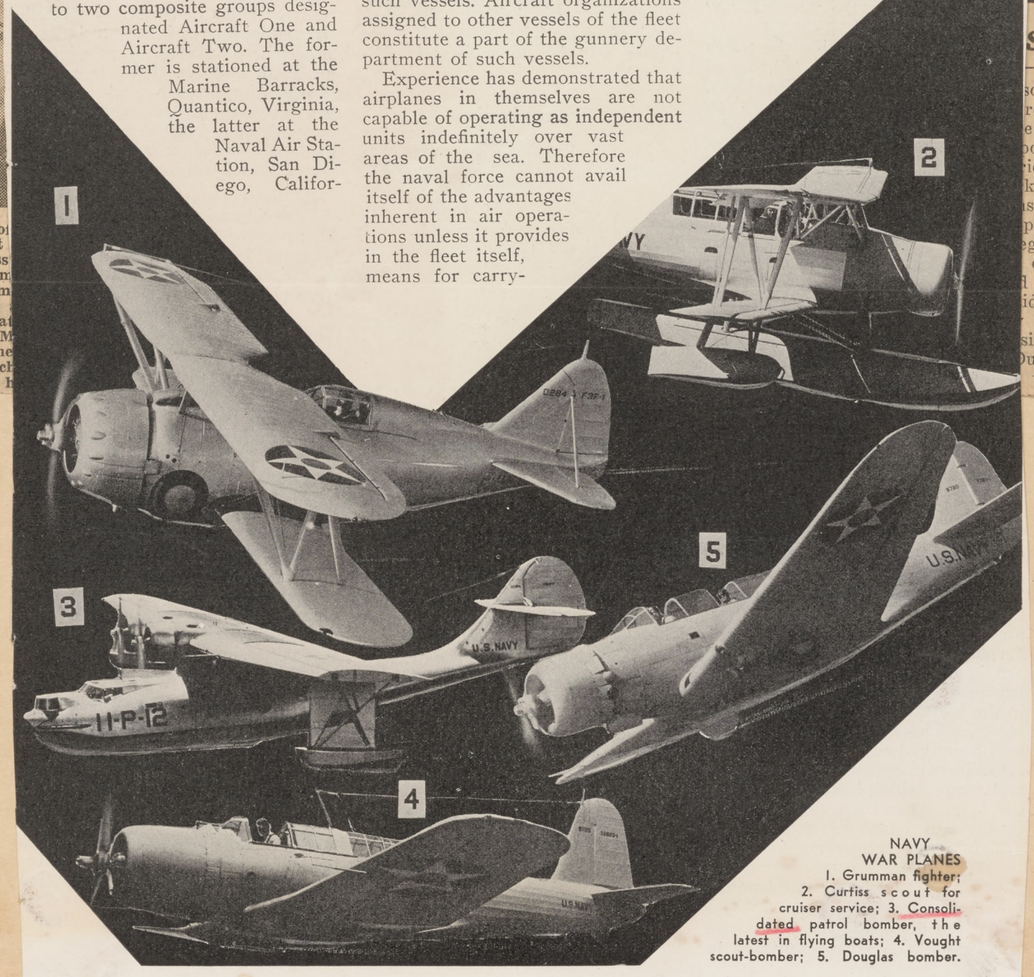
nine squadrons, seven of which are tactical and two are utility. The tactical squadrons include two fighting, two bombing and three scouting. The utility units consist of transports, amphibians and odd types. The operating personnel of Marine Corps Aviation consists of approximately 200 officers, 40 flying cadets, 1200 enlisted mechanics and 30 reserve officers on active duty.

The squadrons are assigned to two composite groups designated Aircraft One and Aircraft Two. The former is stationed at the Marine Barracks, Quantico, Virginia, the latter at the Naval Air Station, San Diego, California, where it operates with the carrier divisions of the Battle Force. A separate scouting squadron garrisons the Virgin Islands, with station at St. Thomas, Virgin Islands.

U. S. Naval and Marine Corps Reserve aviation comprises the naval reserve aviation bases, and reserve squadrons attached to them. These bases provide the facilities for the training of the organized reserves and for conducting elimination flight training of new officer material for the aviation reserve.

The aircraft organization assigned to a vessel forms an integral part of the organization of that vessel. Aircraft organizations assigned to and quartered on board carriers, tenders or other auxiliary vessels constitute the air department of such vessels. Aircraft organizations assigned to other vessels of the fleet constitute a part of the gunnery department of such vessels.

Experience has demonstrated that airplanes in themselves are not capable of operating as independent units indefinitely over vast areas of the sea. Therefore the naval force cannot avail itself of the advantages inherent in air operations unless it provides in the fleet itself, means for carrying, maintaining, and efficiently operating aircraft in whatever area it becomes necessary to exercise sea power, and unless through constant training, there are developed methods for harmonious cooperation between air, surface, and sub-surface activities. Through constant training and indoctrination, the methods of cooperation have now reached the point where aircraft in fleet activities are accepted as a commonplace part of the day's work; air and surface operations working in the closest harmony, each supporting and complementing the other. A means for



NAVY WAR PLANES

1. Grumman fighter; 2. Curtiss scout for cruiser service; 3. Consolidated patrol bomber, the latest in flying boats; 4. Vought scout-bomber; 5. Douglas bomber.

S PERISH LLEGE FIRE

Leaders s Unions

some 15 hours a day reat administration e is much interested olitics, especially in ican Labor Party in k City. In the C. I. sky is not very ac- pt in a crisis. Then gic position and his of great common honest slyness give iderable power.

Hillman is almost site of Dubinsky. He Dubinsky's good hu- tough and homely Hillman's fault

160 TRAPPED IN DORMITORY; SCORE INJURED

Dozen Missing As Panic Grips Students; Many Leap Four Stories

By United Press

ST. HYACINTHE, Que., Jan. 18.—Fire which destroyed a dormitory spread panic and death among 160 pupils of the Sacred Heart College here today.

PBY-1 adapted for commerce

Consolidated plans commercial version of long range patrol boat.

In anticipation of the export release on the PBY-1 series flying boats, Consolidated Aircraft Corporation is preparing plans for the commercial conversion of the long distance Navy patrol boat. The boat was released by the Navy for domestic commercial use in January this year, but, even for commercial use, the boat is restricted from export until November 1, this year. The release of the military version of the boat will not be made until after the completion of all the PBY types now on order, which will be about May 1, 1938.

The commercial version of the PBY-1 will be a 24-passenger boat similar to the Commodore, but greatly improved in performance characteristics. Because of present restrictions, neither performance data nor weight data can be released on any version of the PBY series.

Air-Conditioned by Nature

San Diego—where your thermometer works less than in any other American city. Only thrice in 64 years has the mercury fallen below 32 or risen above 100 degrees. In the last five years, the lowest recorded temperature has been 30 degrees, the highest 94 degrees.

The San Diego Union

FOR A GREATER SAN DIEGO

Weather Forecast

Fair today, probably becoming unsettled tomorrow; little change in temperature; moderate northwest wind off the coast.

Temperature tables will be found in detailed weather report on Page 7, Section 2.

ESTABLISHED 1868—SIXTY-NINTH YEAR | No. 27,077 | THE SAN DIEGO UNION: WEDNESDAY MORNING, JAN. 19, 1938 | DAILY 5 CENTS—SUNDAY 10 CENTS

SAN DIEGO BOMBERS NEARING HAWAII

Japanese Attacked Near Panay Disaster Scene

TOKYO ENDS RELATIONS WITH CHINA

Action Considered Equal to War Declaration; Nipponese Tanks, Ships Rush to Aid Beleaguered Troops.

SHANGHAI, Jan. 19 (Wednesday) (A.P.)—Chinese and Japanese forces today were reported locked in bitter battle along the Yangtze river near where the U. S. gunboat Panay was sunk by the Japanese a month ago.

Chinese said two reinforced columns had arrived in the vicinity of Wuhu, 25 miles up stream from where the Panay sank, and were pressing the Japanese hard for possession of the important river port.

Forces Bolstered

They said Japanese had rushed four boatloads of troops to Wuhu to bolster their forces, while two Japanese warcraft shelled Chinese positions above the city.

Japanese reported a Japanese tank unit had occupied Hohsien, nearest town to the scene of the Panay incident, after killing 200 Chinese and driving out 500 others. The unit then advanced toward Hanshan, where the Panay survivors fled.

Since Japanese troops held Hohsien when the Panay was bombed, the tank maneuver was interpreted as meaning possibly that Chinese had recaptured the town.

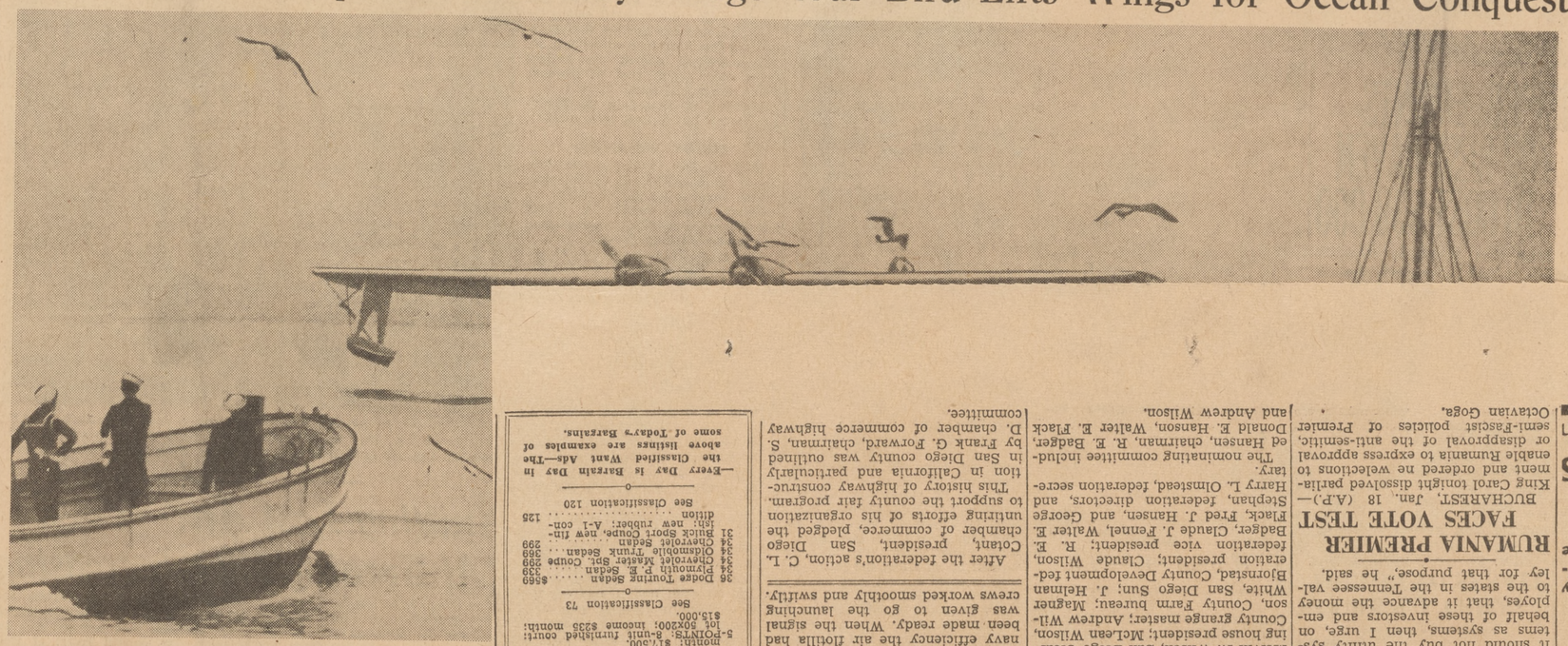
A Hongkong dispatch, indicating the Japanese were increasing their activities in south China, said Japanese had warned British authorities they planned to keep the Hongkong-Canton road under bombardment and any British subjects using the road would do so "at their own risk."

Advances Slowed Down

Chinese counter attacks and guerilla warfare were reported slowing down Japanese advances in south Shantung and in Chekiang province,

(Continued on Page 2, Col. 5)

Fog, Men and Ships on S. D. Bay—Huge War Bird Lifts Wings for Ocean Conquest



17 Dead as Night Fire Levels Quebec School

27 Missing, Many Injured Among Boy Students, Teaching Brothers; Heat Drives Some Into Jumping From Windows; Smoking Ruins Hide Fate of Many Youths.

ST. HYACINTHE, Que., Jan. 18 (Canadian Press.) — Flames which flared in the night swept the College of the Sacred Heart for boys here today, leaving 17 known dead and 27 persons missing.

Two faculty members from Rhode Island were among the teaching brothers and students missing and four from New England were among 21 victims hospitals. Among

Firemen, caps coated with froze spray, poured tons of water into th flaming ruins throughout the day.

Terror and confusion were de scribed by Robert Dionne, 18, o Drummondville, Quebec, injured a he jumped into the snow below.

"The first I knew was when was awakened by someone shout ing: 'Fire, fire'," the youth said "I jumped out of bed and every

TAIL WINDS SPEED HUGE AIR ARMADA

18 Planes Roar Away From Harbor in Smooth Start; Fair Weather May Cut Time Below 20 Hours.

Massed in the greatest over-ocean formation ever attempted, 18 navy patrol bombers, bearing 127 officers and men, late last night rode assisting

Wednesday Bargains—

WASHING MACHINE, $14.50: day bed, $8.50; Wedgewood coal; mattress, $7.50; writing desk, $8.50; Wedgewood coal; distillate heater, $29.50; dresser, $5.00; Florence wood, gas range, $17.50.

FURNISHED 3-bedroom Mission Hills home, owner here to sell his beautiful completely and recently furnished; electric refrigerator, electric washer, console radio, Beautyrest mattresses, etc.; furniture 1 year old; hardwood floors; separate dining room, breakfast room; fireplaces; 2 blocks from car; reduced to $4500, terms.

See Classification 70

VENETIAN BLINDS From Finest Port Orford cedar lumber 35c PER SQUARE FT. See Classification 90

CLOSE-OUT FIRESTONE STEWART-WARNER AUTO RADIO A LIMITED SUPPLY WHILE THEY LAST $24.95 $1 DOWN FREE INSTALLATION See Classification 96

THIRD ST.—10-unit court; price $16,500; 1st 100X100; income $256 per month. BURLINGAME 8-unit furnished court; 1st 100X100; income $245 month; $17,500 5-POINTS, 8-unit furnished court; 1st 80X200; income $235 month; $15,000 See Classification 73

36 Dodge Touring Sedan $569
34 Plymouth P. E. Sedan 339
34 Chevrolet Master Spt. Coupe 299
34 Oldsmobile Trunk Sedan ... 369
34 Buick Sport Coupe, new tire, 31 Chevrolet Sedan 299
Inspected, A-1 condition 125
See Classification 120

TVA WON'T PAY, C. & S. DEAL VIEW

WASHINGTON, Jan. 18 (A.P.)—David E. Lilienthal, Tennessee valley authority director, said today the TVA was willing to negotiate for useful physical assets of Commonwealth & Southern Corp. monwealth & Southern, huge southeastern utilities, but did not intend "to pay for water, or write-ups."

Lilienthal added that TVA would cooperate in the sale of distribution lines to municipalities for a "fair price" but inflated prices.

"San Diego business men are willing to get behind the county fair and they feel it is good for both the city and county," Hansen said. "The reorganization move is designed to cement further city and county friendship and the nomination of new directors are signed to bring to the fore men truly representative of the county in various endeavors."

Events which culminated with resignation of the directors and nomination to others began several weeks ago when a proposal was laid before the federation that seven directors would quit if the federation would nominate new directors for appointment by the governor. Financial troubles of the last county fair and a reported lack of confidence in the present set-up were ascribed for the proposal.

Situation Revealed

The situation was outlined by Matzen to a committee including Kent Allen, Del Mar Turf club; C. D. Collom, San Diego Merchants' association secretary; Crowell D. Eddy, county assessor; Capt. F. A. Gillies, County Farm bureau president, Donald E. Hanson, San Diego chamber of commerce; Arnold Klaus, San Diego-California club manager; Maj. T. C. Macaulay, chamber executive manager; Fred R. Mitchell, San Diego Realty board vice president; Fred W. Mitchell, Melvin N. Wilson, San Diego Clearing house president; McLean Wilson, Central committee chairman; Andrew Wilson, county farm bureau; Magner White, San Diego Sun; J. Helman Bjornstad, County Development federation president; Claude Wilson, federation vice president; R. E. Badger, Claude J. Fennel, Walter E. Flack, Fred J. Hansen, and George Stephan, federation directors, and Harry L. Olmstead, federation secretary.

The nominating committee included Hansen, chairman, R. E. Badger, Donald E. Hanson, Walter E. Flack and Andrew Wilson.

The planes faced probably the finest flying conditions possible. According to the weather map of Lt. E. W. Stephens, aerologist of the U. S. S. Wright, there was practically a perfect airway from a point 100 miles west of San Diego clear to Midway island, far westward of Honolulu.

The weather chart clearly showed the pilots what to do. Instead of climbing to 10,000 feet as originally planned, the squadrons dropped down to 2000 feet for the first two hours. By doing this they encountered a beam wind, whereas at 10,000 feet the wind was blowing at 40 knots head on.

At 350 miles from Pt. Loma the planes climbed to the 10,000-foot level where, experts said, unless the winds suddenly shifted, they would have a favorable wind all the way to Hawaii. "The airway from San Diego to Hawaii is ideal for a fast flight," Stephens said. "The only storm areas are in the vicinity of the Gulf of Alaska and on the north Pacific coast."

Lt. Hamilton's failure to take off the first time was attributed to the fact that his original plane, 9-P-2, developed motor trouble while receiving last-minute tests Monday. Plane 12-P-3 from squadron 12 was substituted as time did not permit the installation of new motors.

There were few lingering farewells of the flight crews and their families preceding the take-off. Most of the officers and men did not report at the air station until 8 o'clock, 40 minutes before the first plane launching. With characteristic navy efficiency the air flotilla had been made ready. When the signal was given to go the launching crews worked smoothly and swiftly.

After the federation's action, C. L. Cotant, president, San Diego chamber of commerce, pledged the untiring efforts of his organization to support the county fair program.

This history of highway construction in California and particularly in San Diego county was outlined by Frank G. Forward, chairman, S. D. chamber of commerce highway committee.

RUMANIA PREMIER FACES VOTE TEST

BUCHAREST, Jan. 18 (A.P.)—King Carol tonight dissolved parliament and ordered ne welections to enable Rumania to express approval or disapproval of the anti-semitic, semi-Fascist policies of Premier Octavian Goga.

zinfandel

a 20 year-old claret available now in half bottles only . . .

half bottle **40c**

(case of 24) $8.75

••four years ago we bought the entire supply of repsold's amoroso-zinfandel, a mountain claret of 1917 vintage, bottled in 1920 and carefully stored away throughout prohibition.

The TVA director issued his statement just before conferring with President Roosevelt; Frank R. McNinch, former federal power commission chairman, and William O. Douglas, securities and exchange commission chairman.

NEW YORK, Jan. 18 (A.P.)—Wendell L. Willkie, Commonwealth & Southern Corp. president, tonight said if the investment in his corporation's subsidiary systems in TVA territory, "is to be saved, these utility systems must be bought as systems."

"If the federal government thinks it should not buy the utility systems as systems, then I urge, on behalf of these investors and employes, that it advance the money to the states in the Tennessee valley for that purpose," he said.

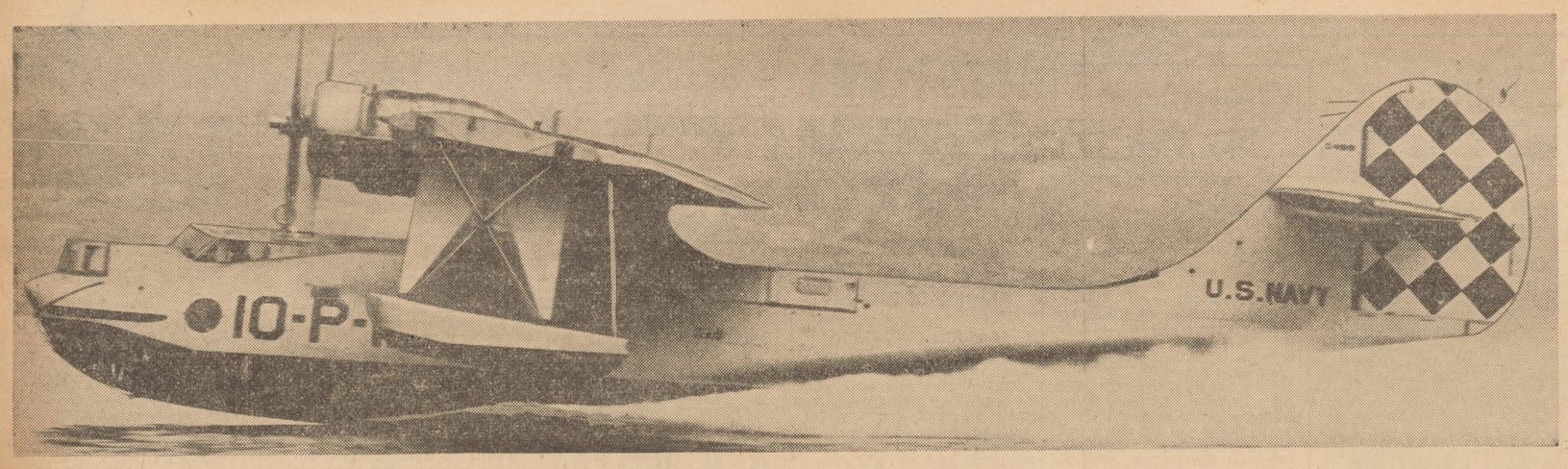
Octavian Goga.

••we regretfully say "limited amount" for if ever a wine was trustworthy, mellow and fine it is this amoroso-zinfandel!

. . . we suggest you buy it by the case or half-case as a sound wine investment.

Hamiltons

C Street . . . at Seventh



Off To Honolulu!

Hawaii-bound on the greatest mass flight of Navy history are 18 San Diego patrol bombers today, led by the flagship of Lieut.-Comdr. Spencer H. Warner, shown right as it churned along the take-off channel in the harbor this morning. (Story in Col. 2.) *(Photo by Erle Zahm, Sun staff photographer.)*

The San Diego Sun

SCRIPPS—HOWARD

Forecast Tomorrow: Generally Fair.
(Complete report on Page 3)

ESTABLISHED 1881—VOL. 58 No. 18 · SAN DIEGO, CALIFORNIA, TUESDAY, JANUARY 18, 1938 · By Carrier, Daily and Sunday, 85c a Month

HOME

If you fail to get your copy of The Sun phone Main 6121 before 6:30 P. M. daily or 9:00 A. M. Sundays, and a special copy will be sent.

FIVE CENTS

The Fact-O-Graph by WILLIS WERNER

It's All Free.

FOUR out of five San Diegans are too busy to realize it—but you can ride on boats, watch human drama in the making, see how pencils are made, enjoy a million dollars worth of armchair adventure—and do it all free!

◇ ◇ ◇

More dramatic than any imaginative creation—for there's no guaranteed happy ending in the last chapter—are the cases which come up for trial in San Diego's six superior, six municipal courts.

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S. D. BOMBERS OFF TO HAWAII; NEAR MISHAP

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Weather Ideal

With weather conditions almost ideal on the transpacific route, the planes are expected to reach Pearl Harbor, in the light of a full moon, at 1 a. m. tomorrow (PST), Aircraft Scouting Force staff officials estimated.

Fifty-eight minutes elapsed from the moment the first plane—10-P-4, piloted by Lieut. H. V. Hopkins, took to the air at 8:38 a. m. until the final craft—10-P-12, with Lieut. (jg) G. M. Greene at the controls, leaped through sheets of foaming spray and sped away to an air rendezvous off the Baja California coast.

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Turn to Page 2, Col. 5.

Success Story?

Death at the hands of her business partner brought to an end the amazing success story of Mrs. Edith Mae Cummings, who, four years after becoming a telephone operator, was a millionaire real estate operator in Detroit. Mrs. Julia M. Barker, above, with whom she had been indicted on a fraud charge, said that, while en route home from

S. D. COUNTY JOBLESS LIST TOPS 12,500

Federal Census Indicates 6268 Are Out Of Work In City Proper

By RUTH FINNEY
The Sun's Washington Correspondent

WASHINGTON, Jan. 18.—The Biggers unemployment census registered 9027 persons in San Diego county as totally unemployed and wanting work. In the city of San Diego the total was 6268.

This would mean a total of 12,553 unemployed persons in the county and 8705 persons in the city the government estimates, since tests made in representative districts showed that the voluntary registration was 72 per cent effective.

3105 Are Women

Of these who registered in the county 5922 were men, 3105 women. This was an unusually high percentage of unemployed

13 BOYS, PRIESTS PERISH IN QUEBEC COLLEGE FIRE

Inside the CIO

Dubinsky And Hillman Shrewd Leaders For Lewis In Needle Trades Unions

In the second of 12 articles on the CIO, Mr. Stolberg, for years a student of labor affairs, discusses the leadership of the great needle-trades unions and the newer leaders of the automobile and West Coast maritime unions—the hillbilly ex-preacher Homer Martin and the spectacular longshoreman, Harry Bridges.—The Editor.

By BENJAMIN STOLBERG
Special Writer For The Sun

NEXT to the miners the needle trades furnished most of the top leadership and most of the money to the C. I. O. The International Ladies' Garment Workers, the Amalgamated Clothing Workers, the C. I. O. and the A. F. of L., as did most of the leaders in the needle trades.

With Hillman of the Amalgamated, Max Zaritzy of the Millinery Workers, and Charles P. Howard of the Typographers, he was instru-

he gives some 15 hours a day of his great administration ability, he is much interested in labor politics, especially in the American Labor Party in New York City. In the C. I. O. Dubinsky is not very active except in a crisis. Then his strategic position and his mixture of great common sense and honest slyness give him considerable power.

Sidney Hillman is almost the opposite of Dubinsky. He lacks Dubinsky's good humor, his tough and homely

Hillman's fault

160 TRAPPED IN DORMITORY; SCORE INJURED

Dozen Missing As Panic Grips Students; Many Leap Four Stories

By United Press

ST. HYACINTHE, Que., Jan. 18.—Fire which destroyed a dormitory spread panic and death among 160 pupils of the Sacred Heart College here today.

PBY-1 adapted for commerce

Consolidated plans commercial version of long range patrol boat.

In anticipation of the export release on the PBY-1 series flying boats, Consolidated Aircraft Corporation is preparing plans for the commercial conversion of the long distance Navy patrol boat. The boat was released by the Navy for domestic commercial use in January this year, but, even for commercial use, the boat is restricted from export until November 1, this year. The release of the military version of the boat will not be made until after the completion of all the PBY types now on order, which will be about May 1, 1938.

The commercial version of the PBY-1 will be a 24-passenger boat similar to the Commodore, but greatly improved in performance characteristics. Because of present restrictions, neither performance data nor weight data can be released on any version of the PBY series.

...maintaining, and efficient-...ing aircraft on the decks ...t has been accomplished. Eac... leship, each cruiser, and eac... aircraft carrier carries her complement of planes.

Many considerations have influenced the policy in respect to the development of these aircraft as a part of our fighting forces. Among the most important considerations is the fact that the United States is separated from probable enemies by wide stretches of open sea. Therefore, a fighting force is required at sea which is able to insure the integrity of our coastal areas, and adequate protection for our merchant shipping in any ocean. To this end, the development of air strength as an integral and necessary part of the Navy is believed to be entirely sound.

In order to insure that the terms of the Vinson-Trammell bill, signed in March, 1934, by the President, would be efficiently carried out, an orderly and continuous aircraft program was laid down calling for approximately 2000 airplanes by 1941. This program has been carried out in a highly satisfactory manner, to the point where there are actually on hand approximately 1000 aircraft. Planes and an additional 800 either on order or funds available for their purchase. When the entire planned program is complete, the Navy will have a total of 68 combatant squadrons, of which 37 will be ship-based, 22 tender based, and 9 attached to the Fleet Marine Force. Unless the number of surface ships is increased, this program will fulfill the Navy's aviation requirements based on the "Treaty Navy" requirements.

During the past fiscal year the Bureau of Aeronautics procured 422 ...

...

...

Air-Conditioned by Nature

San Diego—where your thermometer works less than in any other American city. Only thrice in 64 years has the mercury fallen below 32 or risen above 100 degrees. In the last five years, the lowest recorded temperature has been 30 degrees, the highest 94 degrees.

The San Diego Union

FOR A GREATER SAN DIEGO

Weather Forecast

Fair today, probably becoming unsettled tomorrow; little change in temperature; moderate northwest wind off the coast.

Temperature tables will be found in detailed weather report on Page 7, Section 2.

ESTABLISHED 1868—SIXTY-NINTH YEAR | No. 27,077 | THE SAN DIEGO UNION: WEDNESDAY MORNING, JAN. 19, 1938 | DAILY 5 CENTS—SUNDAY 10 CENTS

SAN DIEGO BOMBERS NEARING HAWAII

Japanese Attacked Near Panay Disaster Scene

TOKYO ENDS RELATIONS WITH CHINA

Action Considered Equal to War Declaration; Nipponese Tanks, Ships Rush to Aid Beleaguered Troops.

SHANGHAI, Jan. 19 (Wednesday) (A.P.)—Chinese and Japanese forces today were reported locked in bitter battle along the Yangtze river near where the U. S. gunboat Panay was sunk by the Japanese a month ago.

Chinese said two reinforced columns had arrived in the vicinity of Wuhu, 25 miles up stream from where the Panay sank, and were pressing the Japanese hard for possession of the important river port.

Forces Bolstered

They said Japanese had rushed four boatloads of troops to Wuhu to bolster their forces, while two Japanese warcraft shelled Chinese positions above the city.

Japanese reported a Japanese tank unit had occupied Hohsien, nearest town to the scene of the Panay incident, after killing 200 Chinese and driving out 500 others. The unit then advanced toward Hanshan, where the Panay survivors fled.

Since Japanese troops held Hohsien when the Panay was bombed, the tank maneuver was interpreted as meaning possibly that Chinese had recaptured the town.

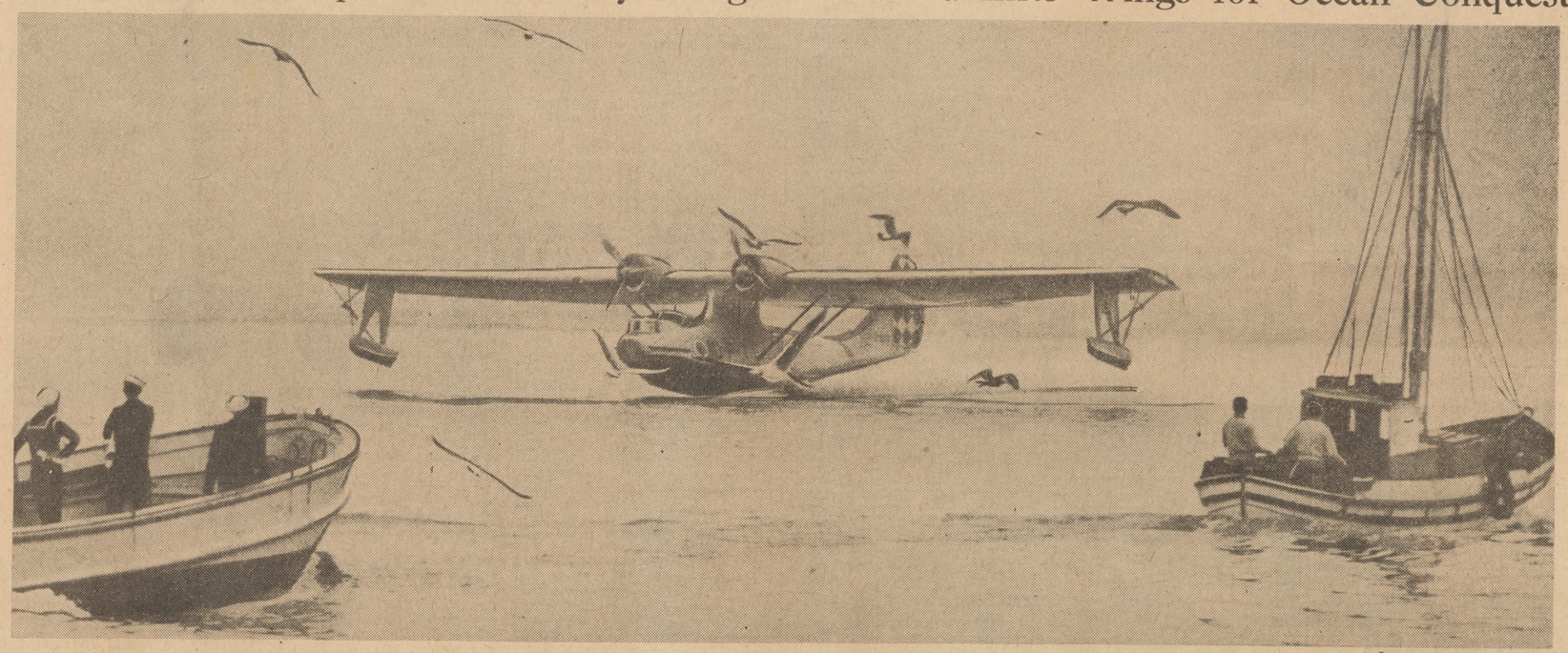
A Hongkong dispatch, indicating the Japanese were increasing their activities in south China, said Japanese had warned British authorities they planned to keep the Hongkong-Canton road under bombardment and any British subjects using the road would do so "at their own risk."

Advances Slowed Down

Chinese counter attacks and guerilla warfare were reported slowing down Japanese advances in south Shantung and in Chekiang province,

(Continued on Page 2, Col. 5)

Fog, Men and Ships on S. D. Bay—Huge War Bird Lifts Wings for Ocean Conquest



17 Dead as Night Fire Levels Quebec School

27 Missing, Many Injured Among Boy Students, Teaching Brothers; Heat Drives Some Into Jumping From Windows; Smoking Ruins Hide Fate of Many Youths.

ST. HYACINTHE, Que., Jan. 18 (Canadian Press.) — Flames which flared in the night swept the College of the Sacred Heart for boys here today, leaving 17 known dead and 27 persons missing.

Two faculty members from Rhode Island were among the teaching brothers and students missing and four from New England were among 21 victims in hospitals. Among

Firemen, caps coated with frozen spray, poured tons of water into the flaming ruins throughout the day.

Terror and confusion were described by Robert Dionne, 18, of Drummondville, Quebec, injured as he jumped into the snow below.

"The first I knew was when I was awakened by someone shouting: 'Fire, fire'," the youth said. "I jumped out of bed and every-

CABINET WELDED BY CHAUTEMPS IN UNSOLVED CRISIS

Premier Gets Socialists' Support But Fails to Clinch Communist Aid.

PARIS, Jan. 18 (A.P.)—Premier Camille Chautemps tonight succeeded in forming a new government composed principally of Radical-Socialists, ending in its fifth day the longest French cabinet crisis since the World war.

The question of continuation of the 19-month-old People's Front, coalition of Leftist parties, remained undecided however.

The premier, whose resignation early Friday created the crisis, was assured Socialist support for his new government in the chamber of deputies. But the Socialists, who participated in Chautemps' preceding government, did not take posts in the new cabinet.

Their Communist allies in the People's Front decided to await a ministerial declaration of policy in the chamber Friday, then "to judge by the government's program" whether to continue supporting Chautemps and keep the People's Front intact.

Even if the Communists vote against him Chautemps appeared sure of a parliamentary majority with the votes of the Socialists, Radical-Socialists, and two smaller Independent Left groups—the Socialist and Republican Union and the Independent Left.

The official cabinet list includes: Ministers of state—Louis Frossard and Georges Bonnet; foreign affairs—Yvon Delbos; interior—Albert Sarraut; justice—Cesar Campinchi; national defense and war—Edouard Daladier.

Erie Road Bankrupt; Court Takes Control

$10,000,000 Debts Force Action by Historic Carrier; Stocks Sink $3, Bonds Tumble $130 More; Trustees To Be Named Feb. 14; Losses of Other Rails Eyed.

CLEVELAND, Jan. 18 (A.P.)—A U. S. district court took control of historic Erie railroad today under section 77, federal bankruptcy act.

The road, reporting it expected to be unable to meet approximately $10,000,000 in debts due between Jan. 1 and March 1, asked for the action.

Judge Samuel H. West signed the application four hours after it was filed, making operations subject to court approval pending appointment of one or more trustees Feb. 14. He ordered Erie to submit a financial statement by April 18 and to make monthly reports thereafter.

In its petition, Erie said it owed $10,071,062 between Jan. 1 and March 1 and said its net cash balance Jan. 15 was $2,116,330. Cash from all sources through March 1 was estimated at $10,102,955 to pay operating expenses and taxes estimated at $10,613,495, "so that estimated amount available for debts due and to become due in that period will be approximately $1,605,790."

Erie stocks and bonds plummeted. Erie common dropped $1 to around $3, compared with a 1937 high of $23.62. Erie $1000 bonds, already down $100 to $250 from 1937's close, shrank as much as $130 further.

The bankruptcy action focused new attention upon all railroads, seeking increased freight rates to offset a sharp drop in earnings.

The action also brought into relief a dispute between the Chesapeake & Ohio railroad, controlling interest holder in Erie, and the Reconstruction Finance Corp. RFC, already Erie's creditor to the extent of $16,000,000, refused the road a year-end loan of $6,006,000 unless C. & O. guaranteed repayment or helped Erie put up sufficient collateral. This the C. & O. declined to do.

Anti-Noise Law Ordered Here As Hotels Kick

Preparation of an anti-noise ordinance was ordered by the city council yesterday after a conference with San Diego Hotel association members.

Hotel men told councilmen that loud and unnecessary noises are depriving people of rest and hurting the hotel business.

A list of noises to be outlawed was submitted to the city attorney, with instructions to submit an ordinance as soon as possible. Noises to be banned include:

Unnecessary sounding of horns or signals.

Noises from public places or resorts which disturb neighbors.

Loud shouting by peddlers, hawkers or vendors on the streets.

Use of drums or loudspeakers to attract attention to shows or sales.

Use of loudspeakers on vehicles for advertising or other purposes except by special police permit.

BLOCH TO RELIEVE HEPBURN JAN. 29

WASHINGTON, Jan. 18 (A.P.)—Adm. Claude C. Bloch, battle force commander, will relieve Adm. Arthur J. Hepburn as U. S. fleet commander in chief Jan. 29.

The command exchange, first announced by Secy. Swanson in November, will take place aboard the U. S. S. Pennsylvania, fleet flagship, at San Pedro.

Adm. Hepburn, who has served as commander in chief since June 24, 1936, will become 12th Naval district commandant, with headquarters at San Francisco.

Navy officials said the officers concerned would determine what civilians would be permitted to witness the ceremonies.

Adm. Bloch, born at Woodbury, Ky., lists Bowling Green, Ky., in naval records as his present address.

7 FAIR DIRECTORS PROPOSED BY S. D. DEVELOPER GROUP

Resignation of 6 Reported As County-Wide Support Promised in New Set-Up.

Six of the eight 22nd Agricultural district directors have signed a letter of resignation addressed to Gov. Merriam and a seventh is expected to sign today, it was announced last night at a County Development federation meeting at Chula Vista, when seven men were nominated to succeed the retiring directors.

The letter of resignation is expected to be sent to Merriam tonight, along with federation nominations.

Eighth to Keep Post

Directors who have signed the letter of resignation are N. Matzen, Ernest L. Bullen, E. J. Buckbee, Richard Allen, Fred W. Mitchell and John C. Barger. A seventh director, H. E. Whittemore, is expected to sign today. The eighth director, Robert Graham, has indicated he would not resign.

Nominated for the board, which has received assurances of county-wide support, are the following:

R. E. Badger, Rancho Santa Fe, for two terms County Farm bureau president and now executive committeeman, San Dieguito chamber of commerce vice president, San Diego Production Credit association president and Rancho Santa Fe Home Owners' association director. He is a nurseryman.

Harry S. Carroll, Escondido, former advertising manager of Broadway store, Los Angeles, residing on avocado ranch.

Matzen Re-Named

Dr. N. Matzen, Escondido, only board member nominated for new group. He is a delegate from the southern five counties to the California State Farm bureau and Escondido Lemon association chairman.

George Mendenhall, Rincon, native of San Diego county, Cattlemen's association member and Mendenhall Cattle Co. manager.

G. F. Poggi, Sorrento, county res-

(Continued on Page 2, Col. 3)

TAIL WINDS SPEED HUGE AIR ARMADA

18 Planes Roar Away From Harbor in Smooth Start; Fair Weather May Cut Time Below 20 Hours.

Massed in the greatest over-ocean formation ever attempted, 18 navy patrol bombers, bearing 127 officers and men, late last night rode assisting tailwinds as they droned through the darkness, clipping off one monotonous mile after another on a non-stop flight from here to Honolulu.

At 1 a. m., the air armada was 700 miles from Pearl Harbor, having passed the half-way mark at 9 p. m. on the 2570-mile flight that was scheduled to take from 18 to 20 hours.

Millions Listen In

Through the medium of two national radio networks, millions of Americans yesterday morning listened to a description of the take-off as the heavily loaded flying boats, wallowing deep in the water, taxied down San Diego bay and took off to seaward for a rendezvous 15 miles west of Coronado.

It was 8:40 yesterday morning when the planes of Patrol Squadron 9 were wheeled over the seaplane ramp on North Beach, North Island, and dipped into the bay. Heading the parade was Lt. Comdr. W. G. Tomlinson, squadron commander, followed immediately by Lt. Tom Hamilton, former football coach at Annapolis.

Taxiing to a position off the starboard bow of the destroyer tender Dobbin, Tomlinson opened the throttles wide. Handicapped by lack of wind and an incoming tide, the commander, with motors roaring, taxied nearly a mile and one-half but failed to lift the 14-ton ship. Hamilton, a few hundred yards astern, likewise failed. On the second try, however, both planes were able to take off after 3-minute runs.

Start in Quick Time

The first plane to rise off the way was Plane 4 of Squadron 10. One after another the others followed in rapid succession and at 9:42 all planes of Squadrons 9 and 10, under command of Lt. Comdr. S. H. Warner, were aloft, making the actual take-off time 34 minutes as

(Continued on Page 2, Col. 4)

S. D. GETS SHOWER; NO MORE SIGHTED

A light shower wet San Diego last night, bringing .05 of an inch of rain up to 10 o'clock. Fair, but unsettled weather, was forecast for today with little change in temperature. A maximum of 65 degrees was recorded yesterday.

The shower here was part of a storm centered over Oregon and Washington which caused heavy rains in areas. The storm was not expected to bring any more rain to San Diego.

Light rains fell in various parts of Southern California. Los Angeles recorded .07 of an inch, San Luis Obispo, .15, and Redlands, .07. Generally fair weather was forecast for the southland today.

JEWS MUST LEAVE, ORDER IN ECUADOR

QUITO, Ecuador, Jan. 18 (A.P.)—The expulsion of all Jews from Ecuador except those engaged in farming today was decreed by the provisional military government of Col. Alberto Enriquez. The decree declared hundreds of jews permitted to colonize in Ecuador to escape persecution in central Europe had entered business instead of agriculture as expected.

4 SAFE IN SLIDE; LIMITED DELAYED

SAN FRANCISCO, Jan. 18 (A.P.)—Four track laborers were engulfed in a slide north of Dunsmuir, but all were rescued, Southern Pacific headquarters announced today. The slide buried 600 feet of track five miles north of Dunsmuir and tied up the Cascade limited.

S. D. JURY BLAMES DOCTOR IN DEATH

Dr. Blanche Ramer, San Diego physician, yesterday was held criminally responsible by a coroner's jury for the asserted illegal operation death of Mrs. Mary Monte Ne Beck, 36, 4143 Georgia st., in a local hospital Jan. 14, Dave Gershon, deputy coroner, reported. Dr. Ramer is at liberty under $2500 bail pending preliminary hearing Feb. 8 on a murder complaint.

HONDURAS NAMES HULL FOR AWARD

TEGUCIGALPA, Honduras, Jan. 18 (A.P.)—Honduras today announced it had proposed Cordell Hull, United States secretary of state, to the Norwegian government for the 1938 Nobel peace prize. Peru and Nicaragua also have nominated Hull.

REDS CALL HALT TO PARTY PURGE

MOSCOW, Jan. 18 (A.P.)—The Communist party's central committee tonight called a virtual halt in the purge of party ranks by a stern resolution condemning the mass expulsion of party members which usually resulted in their loss of jobs and often arrest. The committee forbade mass expulsions which it blamed either on over-ambitious informers or officials too anxious to get ahead.

MOORE N. J. CHIEF; MILTON TO SENATE

TRENTON, N. J., Jan. 18 (A.P.)—A. Harry Moore resigned from the U. S. senate, became New Jersey's governor for the third time and named his successor in Washington within three hours today. First senator within memory to resign to become governor, Moore appointed to the senate John Milton, legal adviser to three New Jersey Democratic governors.

Thar's Gold in That Attic!

How is business?

What, no vacant property? Nothing that you wish to sell?

Take a look in the garage. Yes, and try the attic, too, if you have one. And don't forget that storeroom closet. Find anything? Good.

Now dial M-2121. (Central will get it for you, if you have no dial on your phone.) Ask for classified advertising. An efficient ad writer for The Union and Evening Tribune will help you draft your ad.

All of which is one way of calling your attention to National Ad week, which is being observed in this country and Canada. The National Association of Advertising Managers is sponsoring the week, which has one objective:

To inspire news readers to give their newspaper the opportunity to help them solve many of their problems, as the want ad department specially is fitted to do.

And remember, observance is for the benefit of newspaper's friends—not for the advertising department. Accordingly, special rates are being offered that allow you to run an ad for seven days for the price of five.

But want ads bring quick results.

Your contract says seven days. Probably you won't need that long—not with the thousands of new readers who are studying the classified pages this week. So you may cancel your contract in the 5-day period and pay for only the days the ad appeared.

No need to call at The Union-Tribune office. Just telephone M-2121.

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—Over 325 People—

Over 325 people have availed themselves of the special 7 days for the cost of 5 days transient rate during Want Ad Week, Jan. 16 to 23.

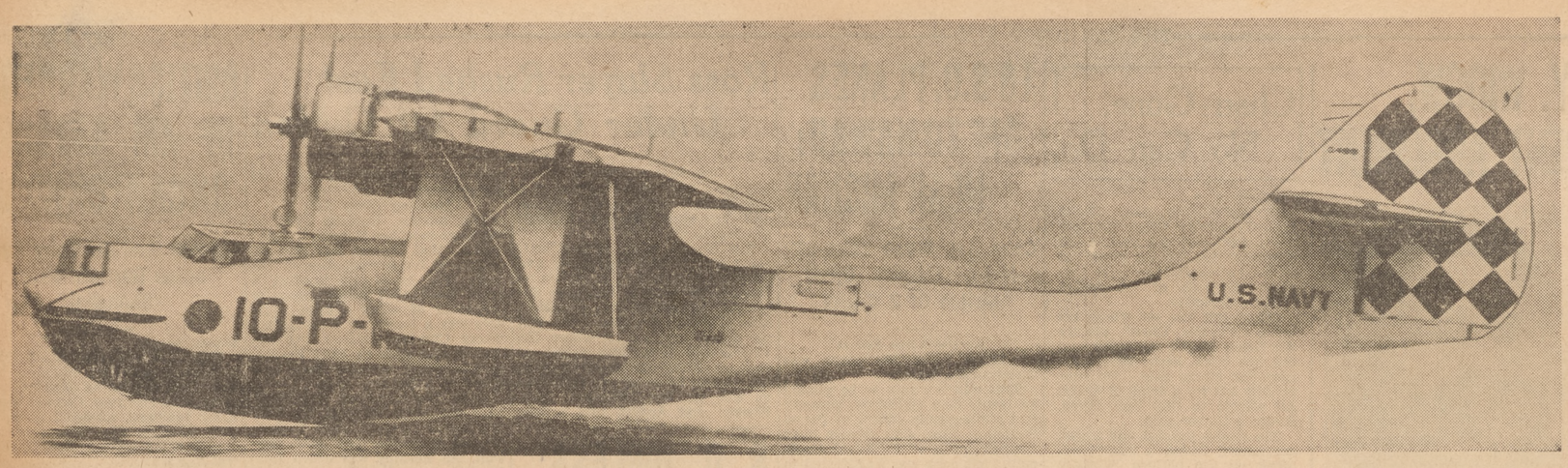
And many cancellations have been received, showing the results that these people are obtaining through daily consistent Union-Tribune Classified Want Advertising.

You, too, can take advantage of this special offer if you order your ad today, tomorrow, Friday or Saturday to run 7 days and you will be charged for only 5 days.

Remember—Only 4 days Left for This Special Rate; 7 Days for the Cost of 5

UNION-TRIBUNE Classified Want Ads M-ain 2121

Two Papers—ONE PRICE



Off To Honolulu!

Hawaii-bound on the greatest mass flight of Navy history are 18 San Diego patrol bombers today, led by the flagship of Lieut.-Comdr. Spencer H. Warner, shown right as it churned along the take-off channel in the harbor this morning. (Story in Col. 2.) *(Photo by Erle Zahm, Sun staff photographer.)*

The San Diego Sun

SCRIPPS—HOWARD

ESTABLISHED 1881—VOL. 58 No. 18

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FIVE CENTS

The Fact-O-Graph by WILLIS WERNER

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MORE personal are the actions to collect back rent, small damages—as in the case where a man sued for teeth he lost when he bit into a nail in chewing tobacco—in the five municipal courts on the fifth floor of the Spreckels building. Sixth municipal court—police court—adjoins the police station on second-av

S. D. BOMBERS OFF TO HAWAII; NEAR MISHAP

Calm Bay Slows Take-Off; Motor Causes Quick Switch Of 2 Crafts

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With wind velocity alarmingly low and the bay's surface smooth as glass, the giant planes experienced great difficulty freeing themselves from the tremendous suction on their hulls as they pounded down the take-off lanes toward Point Loma.

Weather Ideal

With weather conditions almost ideal on the transpacific route, the planes are expected to reach Pearl Harbor, in the light of a full moon, at 1 a. m. tomorrow (PST), Aircraft Scouting Force staff officials estimated.

Fifty-eight minutes elapsed from the moment the first plane—10-P-4, piloted by Lieut. H. V. Hopkins, took to the air at 8:38 a. m. until the final craft—10-P-12, with Lieut. (jg) G. M. Greene at the controls, leaped through sheets of foaming spray and sped away to an air rendezvous off the Baja California coast.

9-P-2 Withdrawn

At 8 a. m., when mechanics began tuning up the 1000-horsepower motors of the big ships, it was learned that one of 9-P-2's engines was not functioning properly. Rather than risk a possible forced landing along the hazard-

Turn to Page 2, Col. 5.

Success S...

Death at the hands o... ness partner brought the amazing success Mrs. Edith Mae Cumm... four years after becom... phone operator, was ... aire real estate operat... troit. Mrs. Julia M... above, with whom she ... indicted on a fraud ch... that, while en route h...

By

Rear Admiral A. B. Cook, USN

Chief of Bureau of Aeronautics

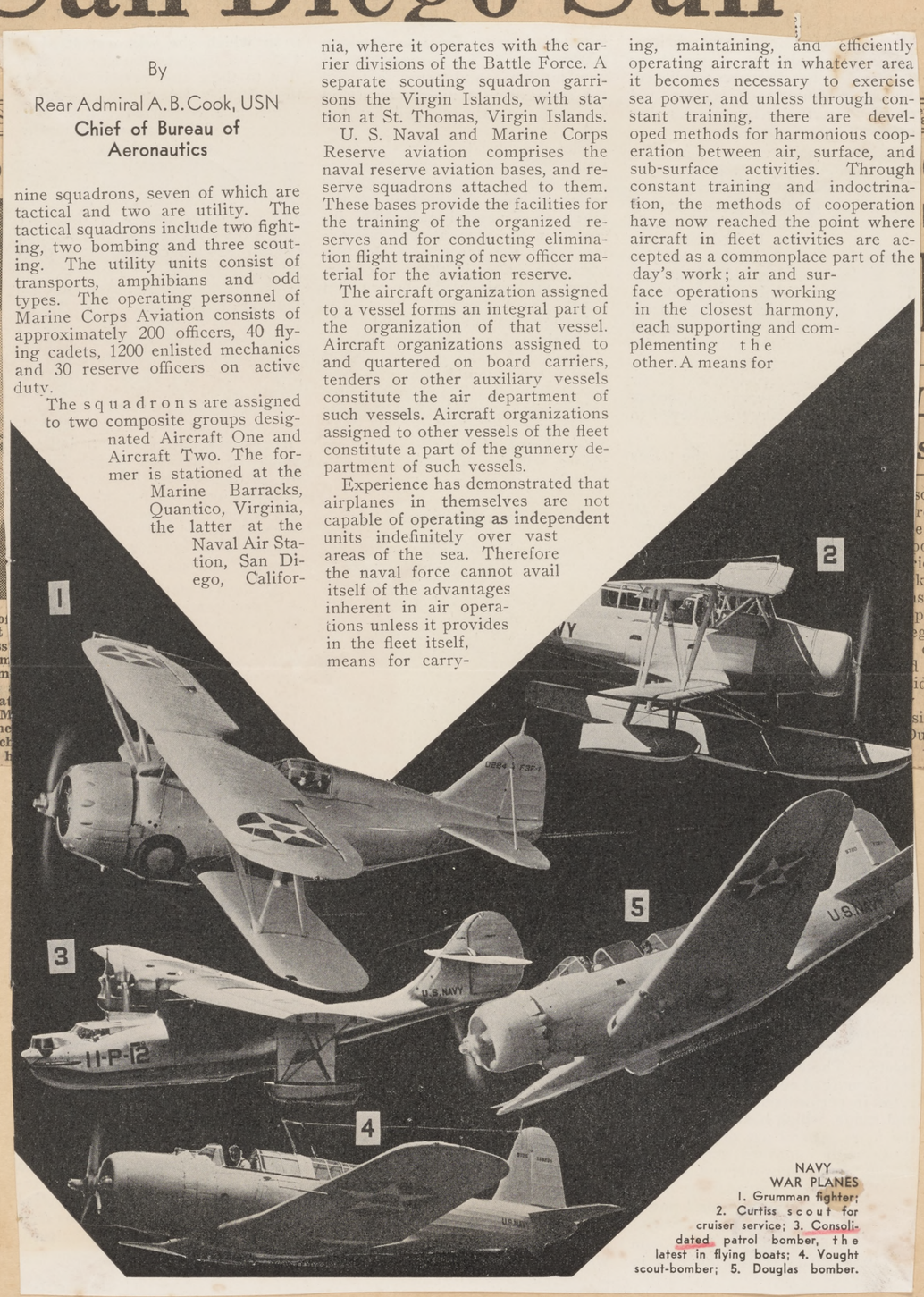
nine squadrons, seven of which are tactical and two are utility. The tactical squadrons include two fighting, two bombing and three scouting. The utility units consist of transports, amphibians and odd types. The operating personnel of Marine Corps Aviation consists of approximately 200 officers, 40 flying cadets, 1200 enlisted mechanics and 30 reserve officers on active duty.

The squadrons are assigned to two composite groups designated Aircraft One and Aircraft Two. The former is stationed at the Marine Barracks, Quantico, Virginia, the latter at the Naval Air Station, San Diego, California, where it operates with the carrier divisions of the Battle Force. A separate scouting squadron garrisons the Virgin Islands, with station at St. Thomas, Virgin Islands.

U. S. Naval and Marine Corps Reserve aviation comprises the naval reserve aviation bases, and reserve squadrons attached to them. These bases provide the facilities for the training of the organized reserves and for conducting elimination flight training of new officer material for the aviation reserve.

The aircraft organization assigned to a vessel forms an integral part of the organization of that vessel. Aircraft organizations assigned to and quartered on board carriers, tenders or other auxiliary vessels constitute the air department of such vessels. Aircraft organizations assigned to other vessels of the fleet constitute a part of the gunnery department of such vessels.

Experience has demonstrated that airplanes in themselves are not capable of operating as independent units indefinitely over vast areas of the sea. Therefore the naval force cannot avail itself of the advantages inherent in air operations unless it provides in the fleet itself, means for carrying, maintaining, and efficiently operating aircraft in whatever area it becomes necessary to exercise sea power, and unless through constant training, there are developed methods for harmonious cooperation between air, surface, and sub-surface activities. Through constant training and indoctrination, the methods of cooperation have now reached the point where aircraft in fleet activities are accepted as a commonplace part of the day's work; air and surface operations working in the closest harmony, each supporting and complementing the other. A means for



NAVY WAR PLANES
1. Grumman fighter; 2. Curtiss scout for cruiser service; 3. Consolidated patrol bomber, the latest in flying boats; 4. Vought scout-bomber; 5. Douglas bomber.

...S PERISH ...LLEGE FIRE

...Leaders ...s Unions

...some 15 hours a day ...reat administration ...e is much interested ...olitics, especially in ...ican Labor Party in ...k City. In the C. I. ...sky is not very ac... ...pt in a crisis. Then ...gic position and his ... of great common ...d honest slyness give ...iderable power.

Hillman is almost ...site of Dubinsky. He ...Dubinsky's good hu... tough and homely ... Hillman's fault

160 TRAPPED IN DORMITORY; SCORE INJURED

Dozen Missing As Panic Grips Students; Many Leap Four Stories

By United Press

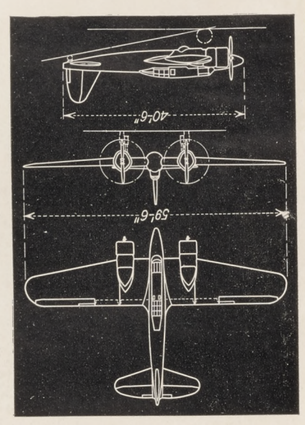
ST. HYACINTHE, Que., Jan. 18.—Fire which destroyed a dormitory spread panic and death among 160 pupils of the Sacred Heart College here today.

PBY-1 adapted for commerce

Consolidated plans commercial version of long range patrol boat.

In anticipation of the export release on the PBY-1 series flying boats, Consolidated Aircraft Corporation is preparing plans for the commercial conversion of the long distance Navy patrol boat. The boat was released by the Navy for domestic commercial use in January this year, but, even for commercial use, the boat is restricted from export until November 1, this year. The release of the military version of the boat will not be made until after the completion of all the PBY types now on order, which will be about May 1, 1938.

The commercial version of the PBY-1 will be a 24-passenger boat similar to the Commodore, but greatly improved in performance characteristics. Because of present restrictions, neither performance data nor weight data can be released on any version of the PBY series.

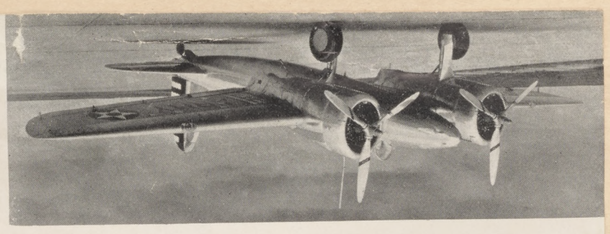


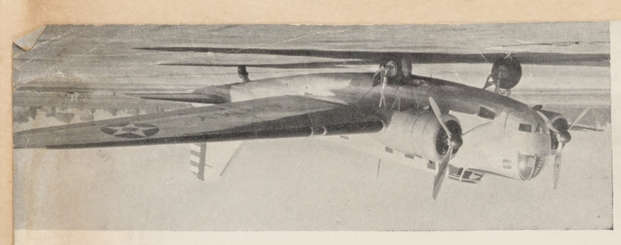
Three View Drawings Not Released

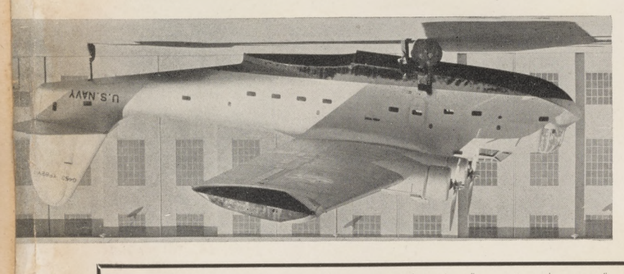
YIA-18

Curtiss Aero Div., Curtiss-Wright Corp., Buffalo, N. Y.

PURCHASED in considerable numbers by the Army Air Corps, the Curtiss-Wright YIA-18 twin engine attack plane is now in production at the Buffalo plant. The YIA-18 is powered with 2 Wright Cyclone engines developing an aggregate of 2,000 hp. at sea level. The YIA-18 is of metal construction. Performance and weight specifications are not released. The YIA-18 is not available for export.





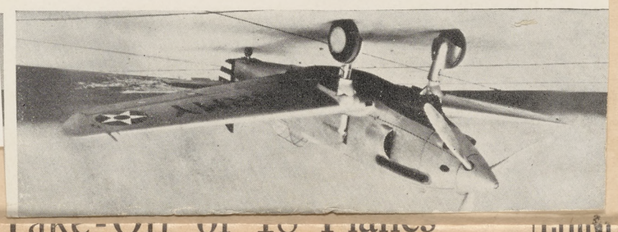


Consolidated XPB2Y-1

Consolidated Aircraft Corp., San Diego, Calif.

Douglas Bomber

Douglas Aircraft Company, Santa Monica, Calif.



YIP-37

Curtiss Aero Div., Curtiss-Wright Corp., Buffalo, N. Y.

POWERED by the recently introduced Allison engine, the YIP-37 model marks the return of Curtiss-Wright to the manufacture of airplanes for liquid cooled power plants. The YIP-37 is an all-metal monoplane pursuit ship, used by the Army Air Corps. Performance and weight details have not yet been released by the Air Corps. The YIP-37 is not available for export.

	Weights			Dimensions		Area (Sq. Ft.)						Wings			Landing Gear				Fuselage or Hull
	Wing load. (lb./sq. ft.)	Power load. (lb./hp.)	Empty (lb.)	Gross (lb.)	Span	Length Overall	Height Overall	Wing (inc. Ailerons)	Ailerons (total)	Fin	Rudder	Stabilizer	Elevators (total)	Spars	Ribs	Covering Material	Type	Tread (in.)	Wheel type & size	Brakes (type & make)	Shock unit	Tail unit	
	20.8	7.64	4,024	5,925	44′	31′6″	9′5″	285.0						Me	Trs	Me	Fx	.....	31″		Ox	Ol	Wh	ST,Me
	21.9	6.16	3,984	5,172	37′4″	28′1″	9′4″	236.0						Me	Sp	Me	Fx	.....	27″		Hx	Ol	Wh	Me[30]
	16.5	5.75	3,213	4,317	31′6″	23′6″	9′11″	262.0						Sp,Box	Sp	Me	Re	.....	32″x6		Hx	Ol	Wh	ST,Me
	17.55	6.17	3,404	4,598	31′6″	23′6″	10′10″	262.0						Sp,Box	Sp	Me	Re	.....	32″x6		Hx	Ol	Wh	ST,Me
	15.2	9.44	3,543	5,192	36′	26′6″	13′7″	342.0						Me	Me	Me&Fab	Fx	.....	8½″x10″		Hx	Ol	Wh	ST,Wi,Fab
Military					59′6″	40′6″	.....							Me	Me	Me	Re	168	.....		Ox	Ol	Wh	AD,Me,Ry
Condolen					37′3½″	28′7⅝″	.....							Me	Me	Me	Re	97	.....		Hx	Ol	Wh	AD,Me,Ry
Military																								
Condolen					37′3½″	.....								Me	Me	Me&	Re	97	.....		Hx	Ol	Wh	AD,Me,Ry
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AVIATION Magazine

February, 1938.

NEW YORK WOMAN HELD AS SUSPECT IN SPY ACTIVITY

WASHINGTON, Jan. 18 (A.P.)—Sec. Hull, receiving word from the Soviet government that Mrs. Marie Rubens of New York had been arrested in Moscow on suspicion of espionage, tonight asked Soviet authorities to permit an American official to see her.

State department spokesmen said the request was made so a secretary of the American embassy in Moscow could determine how she was being treated and whether her story of her detention corresponded with the Soviet version.

Sister Overjoyed

Counsel for Miss Constance Boerger of New York, sister of Mrs. Rubens, announced he would ask Hull to arrange if possible that the prisoner be represented by counsel of her choice.

Overjoyed at word her sister—long missing—still was alive, Miss Boerger said in New York:

"I know she's completely innocent of any espionage. If she is involved, I am sure it was entirely without her knowledge."

Held Since December

Maxim Litvinoff, Soviet foreign minister, informed Hull the mysterious woman known also as "Mrs. Donald Louis Robinson" had been under virtual arrest since the beginning of December.

"Donald Louis Robinson," with whom she entered Russia, also is under arrest on suspicion of espionage after being found in a Ural mountain town carrying numerous false passports of various countries, Litvinoff said.

MAY REFUSE INTERVIEW

MOSCOW, Jan. 19 (Wednesday) (A.P.)—American embassy officials today were ready to ask Soviet authorities for permission to visit Mrs. Marie Rubens of New York in prison here as soon as instructions from Washington were received.

Immediate authority to interview the mysterious woman was considered unlikely in foreign circles, but an eventual talk with her in the presence of Soviet officials was expected.

An espionage charge would make the woman liable to execution by shooting.

OIL PRODUCTION SOARS

NEW YORK, Jan. 18 (A.P.)—Crude oil production and gasoline stocks increased to record seasonal peaks in the week ended Jan. 15. American Petroleum institute estimates indicate crude flow jumped 39,800 barrels daily to 3,476,900 barrels. Finished and unfinished gasoline stocks rose 1,616,000 barrels to 80,947,000 barrels.

one of the finest california wines you could serve

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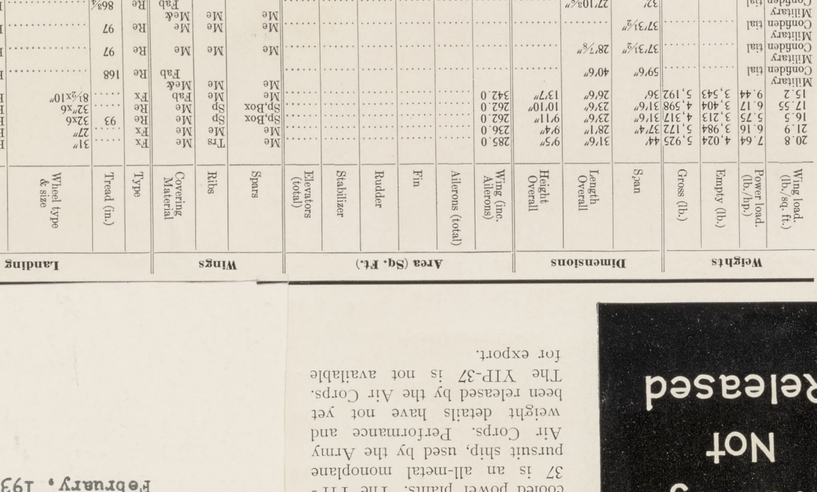
for family dinners

amoroso

Scenes at Take-Off of 10 Planes



IMPROVEMENTS FOR REST HAVEN TO COST $30,000

More than $30,000 in improvements at Rest Haven preventorium, and an increase in Christmas seal sale were announced yesterday by Mrs. Florence E. Mead who, as president for her 12th term, began her 25th year of service with the San Diego Tuberculosis association.

Mrs. Mead became identified with the organization early in 1914, later serving many years as chairman of its board and becoming president in 1927.

Re-elected also were Mrs. F. Leigh Nason and Mrs. Harold Starkey, vice presidents, and Mrs. Nelson Barker jr., recording secretary. Officers, with Mrs. Frank G. Belcher, Dr. E. H. Christopherson, Philip Gildred, Mrs. John C. Schlappi and Dr. J. J. O'Hara, comprise the board. The only change in the directorate was naming of Mrs. Schlappi for the vacancy caused by retirement of Mrs. Peter DeJonge.

To Increase Facilities

In her annual report, Mrs. Mead discussed improvements at the preventorium, where undernourished children, potential tuberculosis victims, are cared for, and the increased facilities to be available with completion of the admittance hospital. This project was financed by a subscription campaign last summer, the cost being in excess of $30,000.

Mrs. Mead also announced the Christmas seal sale has grossed $14,000 to date, an increase of $2300 over last year. About 80 percent of the net fund is used here for free clinic services and early diagnosis campaigns in public schools, the remainder going to cooperating state and national agencies.

When final returns are in from the sale, she added, the sum will be the largest raised in recent years. She said several thousand persons who received seals through the mails are tardy in making remittances, and requested their cooperation in closing the campaign.

Free Clinics 187 Last Year

Free clinics conducted last year numbered 187, a total of 1801 men, women and children being examined, Cleo Raley, clinic nurse, reported. In the early diagnosis phase of the work, tuberculin tests were given to 1254 high school students, 440 State college students, and 139 in the college's student-teacher training department.

Work of the association and preventorium is supported by Community Chest allotments, seal sales and donations.

—Union photo—Harry T. Bishop.

Down the ramp and into San Diego bay yesterday morning slid 18 patrol planes as Lt. Comdr. Spencer H. Warner studied a chart of the route between here and Honolulu over which he would be leading the bombers a few minutes later.

7 FAIR DIRECTORS PROPOSED BY S. D. DEVELOPER GROUP

(Continued from Page One)

ident for eight years; past president, San Diego Poultry association.

Charles Davies, San Diego, past president, junior chamber of commerce; vice president, state junior chamber of commerce; director, national junior chamber; only honorary vice president, state junior chamber. He is a San Diego Consolidated Gas & Electric Co. executive and Wholesale Credit Men's association director.

McLean Wilson, San Diego, now serving his second term as San Diego County grange manager, past president of first farm bureau in Pennsylvania and one of the 50 honorary members Luther Burbank Society of California.

Hansen Announces Plans

BOMBERS NEARING HAWAII IN FAST FLIGHT FROM S. D.

(Continued from Page One)

15 minutes elapsed between the launching of Squadron 9 and those of Squadron 10.

And as the planes, a fighting wing of the navy, roared into the darkness, gaining speed as weather improved and fuel load lessened, the navy described the flight as "delivery by air of new aircraft in conformity with naval practice."

Both Rear Adm. Ernest King, commander aircraft, scouting force, and his chief of staff, Capt. Alva Bernhard, were pleased at the smart airmanship displayed by the Hawaiian-bound pilots. Confronted with unusual handicaps in taking off, the ship commanders employed all the skill at their command in getting their heavily laden planes "on step" and into the air.

CHINESE ATTACK FOE NEAR PANAY DISASTER SCENE

(Continued from Page One)

where the Chinese were attempting to retake Hangchow, 125 miles southwest of Shanghai.

The Japanese said there were strong Chinese units in the vicinity of Chuhsien, 30 miles north of Nanking, presumably trying to cut the Tientsin-Pukow line behind the Japanese forces.

A Tsingtao dispatch said Japanese Vice Admiral Toyoda had apologized to American and British authorities for unwarranted action by Japanese marines against two British and one American sailor Jan. 11. The Japanese ousted the sailors from their signal post at bayonet point, the report said.

Fighting continued in the Hangchow area, but reports were meager.

ENVOY RECALLED

TOKYO, Jan. 18 (A.P.)—The Japanese ambassador to China was called home today as indications increased Japan eventually would recognize the new Peiping regime as the government of China.

The recall of Ambassador Shigeru Kawagoe from Shanghai set the seal on the repudiation of the Chinese government of Gen. Chiang Kai-Shek made in the Japanese government's statement last Sunday.

The chief secretary of the Japanese cabinet, Akira Kazami, asserted this repudiation was stronger than a declaration of war. He said Japan considered Chiang's government only a local regime, and did not intend to recognize it by a declaration of war.

Premier Prince Fumimaro Konoye said in an interview the government was determined the Peiping regime, created under protection of the Japanese army, should grow and cooperate with Japan for peace and culture in the Orient.

He said he did not believe the Peiping regime would become the central government of China without undergoing changes, but that he believed it "certainly would become the mainstay" of the new China Japanese expect to come into being.

The newspapers Asahi and Yomiuri predicted recognition of the Peiping government would be forthcoming when it controls the greater part of China.

Konoye said Japan welcomed foreign capital for the development of north China, adding the vested rights of third powers in the conquered areas would be respected.

U. S. STAND UNALTERED

WASHINGTON, Jan. 18 (A.P.)—President Roosevelt indicated today the United States contemplated no immediate change in its attitude toward the Sino-Japanese hostilities as a result of Japan's withdrawal of its ambassador from China.

He reiterated at his press conference, however, this government's policy was on a 24-hour basis.

In response to questions about Japan's action, Mr. Roosevelt said the state department had advised him it did not constitute a severance of diplomatic relations. He has refrained from invoking the neutrality act against China and Japan in the past on the grounds they had not declared war nor broken relations.

Japan's action drew renewed demands from leaders of the neutrality bloc in congress that the President invoke the neutrality act. It provides the chief executive shall ban arms shipments to belligerents when he finds a state of war existing abroad.

Senators Clark (D-Mo) and Nye (R-ND) said they regarded the withdrawal of the Japanese ambassador as tantamount to the formal declaration of war which Japan

Gary Wilcox, 10 months, says with a smile that he doesn't care if winter comes. That woolly suit he's dressed up in is one of 150 articles knitted in a San Diego Evening High school class in the semester just closing.

Knitting Lost Art?—Class At Evening High Increasing

San Diego is on the knit.

A general call for knitters, aspirants as well as the needle-broke variety, went out from San Diego Evening High school at the beginning of the fall semester which ends this month, and the response was enthusiastic.

Any one who believes that pioneer handicrafts of women are a lost art to moderns will be interested in the report of the class instructor, Mrs. Lula Niles. Knitters in the semester completed 42 women's knit dresses, 21 women's blouses, 18 cardigans and men's pull-overs, 21 children's sweaters, a banquet cloth, seven center pieces, 14 doily sets and several baby sets.

Proud owner of two of the baby sets is Gary Wilcox, 10 months, son of Mr. and Mrs. C. B. Wilcox, 4271 Swift ave. He obligingly posed in his Spahi red knitted outfit and smiled broadly when his tile-colored knit costume was brought out for display. He should have! It took 3080 yards of yarn to knit those two suits, according to the knitter, Mrs. Martha Wilcox. She is Gary's grandmother.

It takes the same number of yards to knit a woman's dress and, at the rate San Diego knitters are interesting themselves in the class, it looks like big business for the allied wool industries.

The new semester begins next week and will be held Monday and Wednesday afternoons, 2:30 to 5, room 220.

"Hand-knit garments are comfortable, economical and give long service," Mrs. Niles said. "Those interested may enroll now for the new semester."

AS POLICE RUSH AID OF INHALATOR

While police sped to Mercy hospital with an inhalator, Josephine Sweeny, 16, 3552 Pershing ave., died from asthma in the hospital's giant Drinker respirator at 9:45 last night, hospital attaches reported.

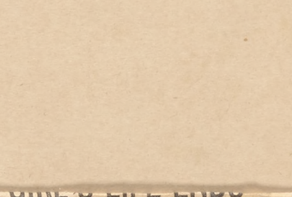
A desperate effort by physicians to save the girl's life began when she was admitted to the hospital at 8:40 o'clock. A few minutes later Josephine was placed in the respirator.

Dr. Paul R. Brust, police surgeon, and a police inhalator crew were summoned soon after 9:30. When they arrived, the girl was dead, Dr. Brust said.

Josephine is survived by her mother, Mrs. Edith Sweeny. Funeral arrangements will be announced from Benbough's mortuary.

TRUST EMPLOYE ARRESTED

SAN FRANCISCO, Jan. 18 (A.P.)—The arrest in New York City of Harold J. Fenton on a charge of misapplication "in excess of $25,000" while an employe of the American Trust Co., here, was announced today by Nat Peiper, local head of the federal bureau of investigation.

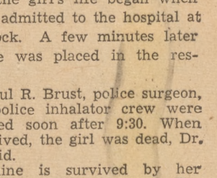


RELIEVE THAT COUGH WITH LUDEN'S

Menthol Cough Drops 5¢

3-way TREATMENT

1 Soothe inflamed membranes—
2 Menthol helps clear the head—
3 Build up alkaline reserve.
(Important to cold resistance.)



THE ASSOCIATED PRESS ☆ THE INTERNATIONAL NEWS ☆

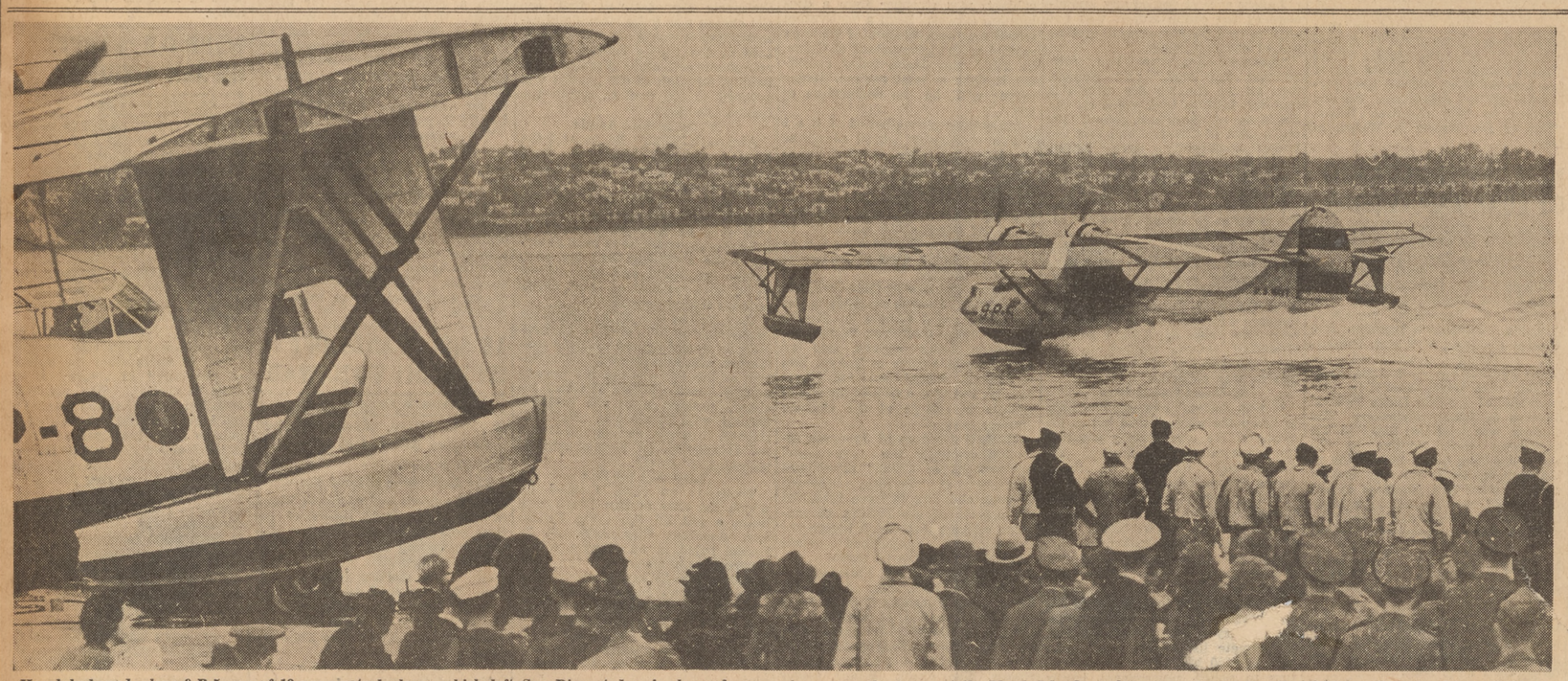
EVENING TRIBUNE

HOME EDITION

ESTABLISHED 1895

2 SECTIONS | SAN DIEGO, CALIFORNIA, TUESDAY, JANUARY 18, 1938 | SECTION A | FIVE CENTS | 75c PER MONTH

PLANES SPEEDING TO HAWAII



Honolulu-bound, plane 9-P-5, one of 18 navy patrol planes which left San Diego today, is shown here roaring across the bay past the North Island seaplane ramp for a take-off at 8:55 a.m. Carrying Lt. A. C. Olney, two aviation cadets and four enlisted men, 9-P-5 was one of the first of the Consolidated Aircraft Corp.-built planes to get off the water after a long run from the area off the foot of G st. On the ramp is plane 10-P-8 ready to take to the water, while in the foreground are a few of the hundreds of spectators watching the start of the navy's greatest mass flight to Hawaii.—(Photo by Harry T. Bishop, head of The Evening Tribune art and photographic department.)

FAR AT SEA AFTER SLOW TAKE-OFF

Eighteen bombing planes flying to Honolulu in the navy's greatest over-water hop were 170 miles off Pt. Loma at 11 a.m. today, according to a radio message received at the naval air station here.

Rise Without Difficulty

The navy announced the official take-off time as 9:34 a.m.

The big flying boats, heavily-laden with gasoline, rode deep in the water as they moved sluggishly down the bay from North Island. Then, at intervals, they roared back on a two-mile take-off course, motors straining as the pilots "gave them the gun."

Some of the planes rose into the air without difficulty. Seven or eight, however, bounced "like rubber balls" before they climbed aloft. They flew one by one down the harbor channel and then headed for a rendezvous more than 100 miles at sea, as in former massed flights to Honolulu and Coco Solo, C. Z.

Visibility "Thick"

Skies were overcast for the take-off. Visibility was good to the north, but it became increasingly "thick" to the southwest as the planes began going up at intervals.

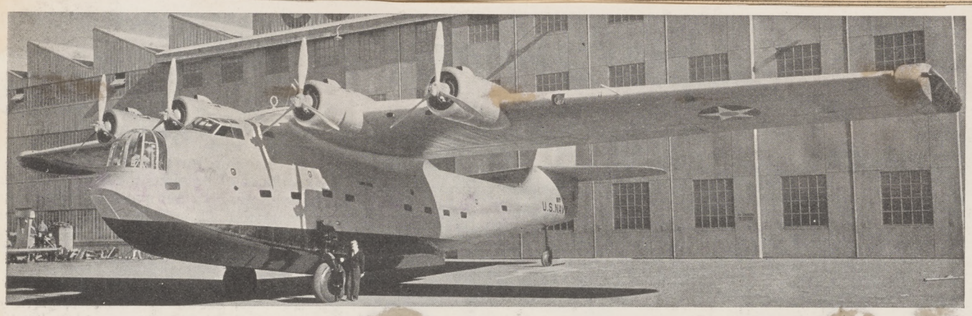
A crowd of about 400 persons, including families of the fliers, watched the take-off from the beach appeared to be a handicap to the take-off. Later it was explained that a fishing boat had nosed into the area and the two delayed their departure purposely.

The second group of nine began entering the water before the two delayed planes were aloft. They headed for Broadway pier at intervals, then roared westward at a fast clip, the first taking to the air at 9:19. The others climbed aloft at two-minute intervals. The last one was off at 9:37.

Lt. Comdr. S. H. Warner, senior officer aboard, is in command of the flight. Lt. Tom Hamilton, former football coat at Annapolis, is piloting one of the planes.

Aboard are 127 officers and men. Seventeen planes carried crews of seven each, and the other eight.

The days of "flying the ocean with a sandwich" are past. Each plane carries an electric stove, ice box, percolator, etc., and the men dine as well in the air as they do on terra firma. Each plane has a crew member who is an excellent unofficial cook.



Consolidated's new four-engine patrol-bomber for the Navy, the XPB2Y-1. As a comparison in size, note the man standing by the wheel.

Another flying battleship

CONSOLIDATED Aircraft offers the XPB2Y-1, a large four-engine flying boat, as its solution to the Navy's quest for super patrol-bombers. The boat was launched in San Diego Bay December 17. First maneuvering the boat about on the surface of the bay, test pilot William B. Wheatley finally lifted the huge boat from the surface in its first test flight and remained aloft for a period of about 1 hour and 15 minutes. The boat left the water after a brief run of about 31 seconds.

Little official information has been released concerning the exact specifications of the flying battleship but it appears to have a span of about 115 feet, overall length of about 80 feet, and height of about 22 feet (on land with beaching gear attached). It is understood to have a range of 5,000 miles, a top speed of 240 m.p.h. and to weigh about 30 tons gross. Power plants [illegible] 1050 h.p. Pratt [illegible]

The construction is all-metal. The hull is protected from corrosion by the latest approved finishes. Beaching gear is installed which may be removed and stored in special racks within the hull structure.

The wing has a sweep back to the leading-edge and a straight trailing edge, different in design from the PBY wing. The wing, however has straight lines and is tapered in a fashion bespeaking of Consolidated design. To add to the similarity to other Consolidated wings, the wing float that retracts to form the wing-tip has been incorporated in the design. Trailing-edge flaps extend from the wing-root to the aileron on each side.

The hull has round lines, shaped similar to the majority of the other big boats recently produced in this country and the Short boats in England. All facilities [illegible] ded fl[illegible] and comfort [illegible] The[illegible] clude commodious sleeping quarters, living quarters, galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a well-equipped workshop complete with all appurtenances.

A complete telephone system is installed within the boat whereby any member of the crew may contact any other member.

A 110-volt alternating current electrical system is also provided, powered by auxiliary power plant motors.

Provision is made for a special navigation turret aft of the wing.

No official information is available concerning the armament but it is understood that the craft will carry a tremendous load of large bombs, and is well protected against attack from any angle. Protection from rear attacks is offered in a roomy gunnery compartment in the very end of the tail.

After acceptance by the Navy Department, the "Aerial Battleship" will be flown to one of the United States Naval Air Stations, where exhaustive

Aero Institute starts classes

Nelson E. Grace and Thomas E. Shelton picked to head faculty.

With enrolled students and a waiting list of future students hailing from nearly every state in the Union, the new Aero Industries Technical Institute at Los Angeles is now holding its first classes. Opening on September 14, this new aircraft industries training institution's "take-off" climaxed over a year of careful planning and preparation on the part of its executive board and management.

The Aero Industries Technical Institute, merely a name a year ago, opened its doors as an elaborate educational institution having a five acre campus and four handsome new buildings providing some of the most advanced classroom and shop facilities known to vocational training in the aircraft industry.

Exercising general supervision over the school is an Executive Board composed of Robert E. Gross, President, Lockheed Aircraft Corp.; John K. Northrop, President, Northrop Corp.; and C. A. Van Dusen, Vice President, Consolidated Aircraft Corp. James L. McKinley, well-known vocational school executive, is manager of the school.

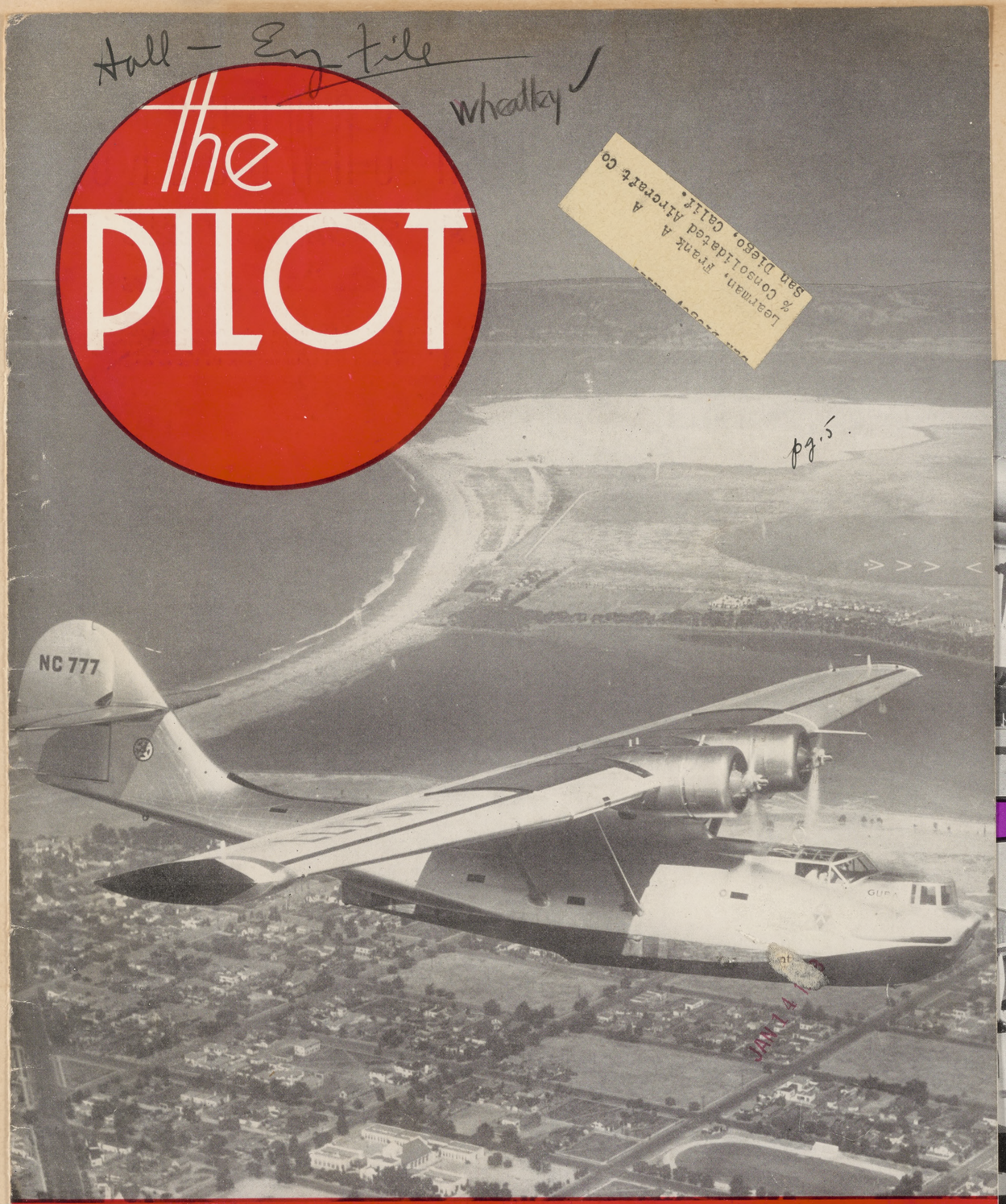
The faculty of Aero I.T.I. is a hand picked group of men long identified with

Hall — Eng file
Wheatley

the PILOT

Leaman, Frank A
% Consolidated Aircraft Co
San Diego, Calif.

pg. 5



JAN 4

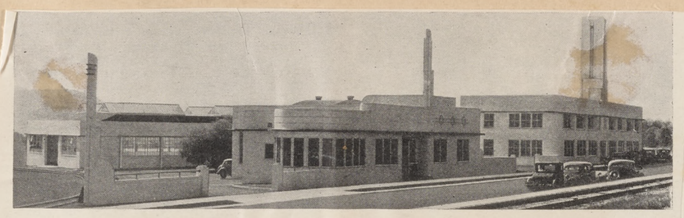
JANUARY 1938 - 20c

Harry Sutton
Cons. Aircraft Corp
Atlantic Ave
San Diego, Calif

CONSOLIDATED'S XPB2Y NAVY PATROL BOMBER

JANUARY 1938

Southern Flight



Ready for opening—Aero Industries Technical Institute's home in Glendale.

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THE ASSOCIATED PRESS ☆ THE INTERNATIONAL NEWS ☆

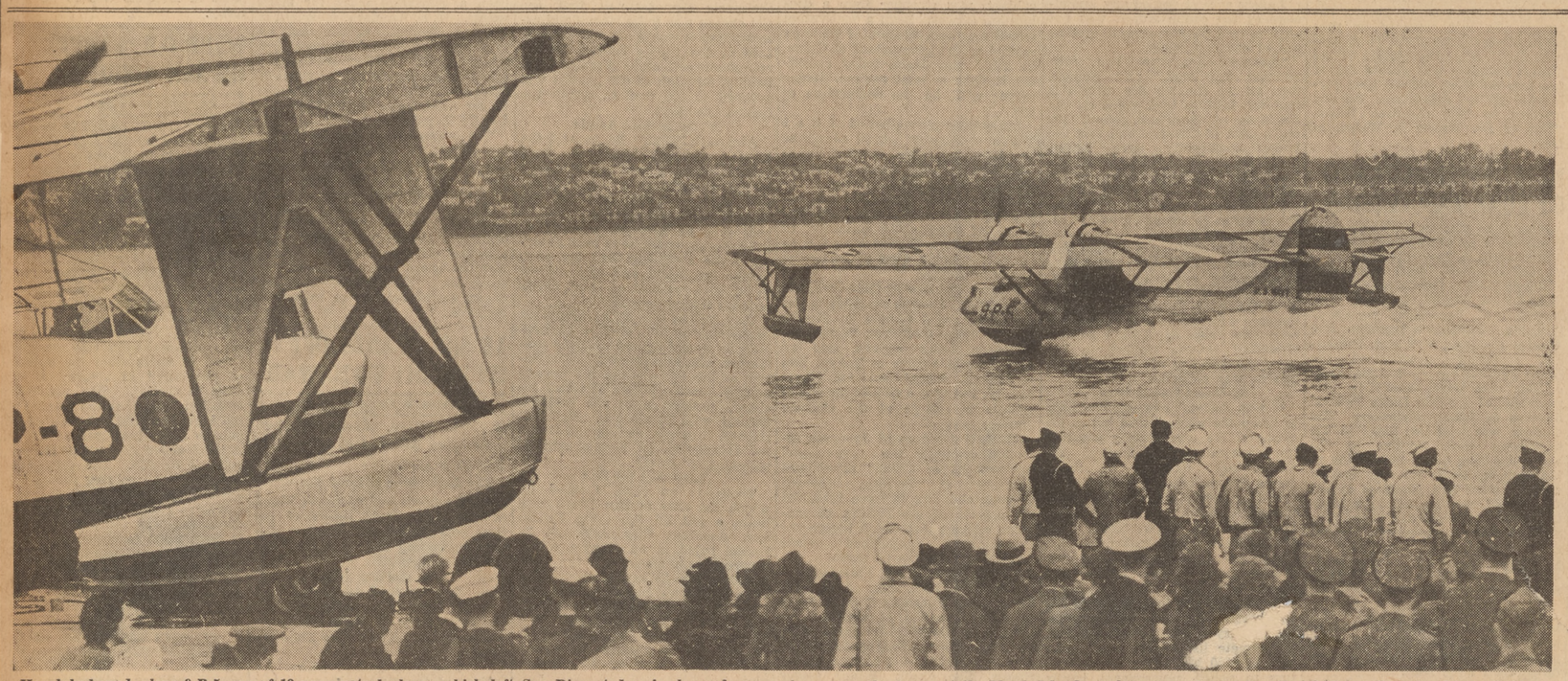
EVENING TRIBUNE

HOME EDITION

ESTABLISHED 1895

2 SECTIONS | SAN DIEGO, CALIFORNIA, TUESDAY, JANUARY 18, 1938 | SECTION A | FIVE CENTS | 75c PER MONTH

PLANES SPEEDING TO HAWAII



Honolulu-bound, plane 9-P-5, one of 18 navy patrol planes which left San Diego today, is shown here roaring across the bay past the North Island seaplane ramp for a take-off at 8:55 a.m. Carrying Lt. A. C. Olney, two aviation cadets and four enlisted men, 9-P-5 was one of the first of the Consolidated Aircraft Corp.-built planes to get off the water after a long run from the area off the foot of G st. On the ramp is plane 10-P-8 ready to take to the water, while in the foreground are a few of the hundreds of spectators watching the start of the navy's greatest mass flight to Hawaii.—(Photo by Harry T. Bishop, head of The Evening Tribune art and photographic department.)

FAR AT SEA AFTER SLOW TAKE-OFF

Eighteen bombing planes flying to Honolulu in the navy's greatest over-water hop were 170 miles off Pt. Loma at 11 a.m. today, according to a radio message received at the naval air station here.

Rise Without Difficulty

The navy announced the official take-off time as 9:34 a.m.

The big flying boats, heavily-laden with gasoline, rode deep in the water as they moved sluggishly down the bay from North Island. Then, at intervals, they roared back on a two-mile take-off course, motors straining as the pilots "gave them the gun."

Some of the planes rose into the air without difficulty. Seven or eight, however, bounced "like rubber balls" before they climbed aloft. They flew one by one down the harbor channel and then headed for a rendezvous more than 100 miles at sea, as in former massed flights to Honolulu and Coco Solo, C. Z.

Visibility "Thick"

Skies were overcast for the take-off. Visibility was good to the north, but it became increasingly "thick" to the southwest as the planes began going up at intervals.

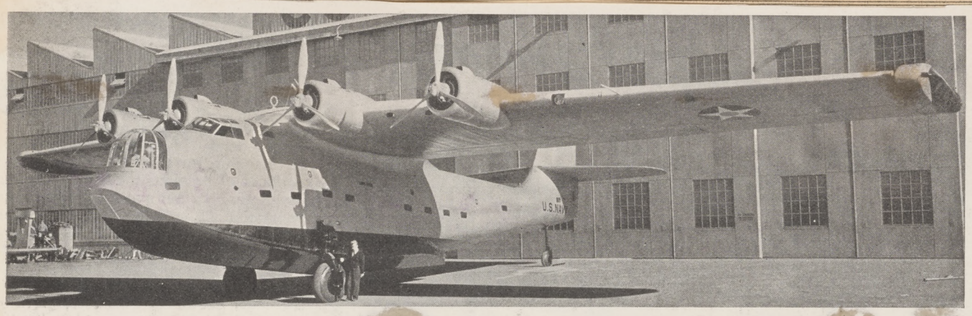
A crowd of about 400 persons, including families of the fliers, watched the take-off from the beach appeared to be a handicap to the take-off. Later it was explained that a fishing boat had nosed into the area and the two delayed their departure purposely.

The second group of nine began entering the water before the two delayed planes were aloft. They headed for Broadway pier at intervals, then roared westward at a fast clip, the first taking to the air at 9:19. The others climbed aloft at two-minute intervals. The last one was off at 9:37.

Lt. Comdr. S. H. Warner, senior officer aboard, is in command of the flight. Lt. Tom Hamilton, former football coat at Annapolis, is piloting one of the planes.

Aboard are 127 officers and men. Seventeen planes carried crews of seven each, and the other eight.

The days of "flying the ocean with a sandwich" are past. Each plane carries an electric stove, ice box, percolator, etc., and the men dine as well in the air as they do on terra firma. Each plane has a crew member who is an excellent unofficial cook.



Consolidated's new four-engine patrol-bomber for the Navy, the XPB2Y-1. As a comparison in size, note the man standing by the wheel.

Another flying battleship

CONSOLIDATED Aircraft offers the XPB2Y-1, a large four-engine flying boat, as its solution to the Navy's quest for super patrol-bombers. The boat was launched in San Diego Bay December 17. First maneuvering the boat about on the surface of the bay, test pilot William B. Wheatley finally lifted the huge boat from the surface in its first test flight and remained aloft for a period of about 1 hour and 15 minutes. The boat left the water after a brief run of about 31 seconds.

Little official information has been released concerning the exact specifications of the flying battleship but it appears to have a span of about 115 feet, overall length of about 80 feet, and height of about 22 feet (on land with beaching gear attached). It is understood to have a range of 5,000 miles, a top speed of 240 m.p.h. and to weigh about 30 tons gross. Power plants [illegible] 1050 h.p. Pratt [illegible]

The construction is all-metal. The hull is protected from corrosion by the latest approved finishes. Beaching gear is installed which may be removed and stored in special racks within the hull structure.

The wing has a sweep back to the leading-edge and a straight trailing edge, different in design from the PBY wing. The wing, however has straight lines and is tapered in a fashion bespeaking of Consolidated design. To add to the similarity to other Consolidated wings, the wing float that retracts to form the wing-tip has been incorporated in the design. Trailing-edge flaps extend from the wing-root to the aileron on each side.

The hull has round lines, shaped similar to the majority of the other big boats recently produced in this country and the Short boats in England. All facilities [illegible] ded fl[illegible] and comfort [illegible] The[illegible] clude commodious sleeping quarters, living quarters, galley complete with range and refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a well-equipped workshop complete with all appurtenances.

A complete telephone system is installed within the boat whereby any member of the crew may contact any other member.

A 110-volt alternating current electrical system is also provided, powered by auxiliary power plant motors.

Provision is made for a special navigation turret aft of the wing.

No official information is available concerning the armament but it is understood that the craft will carry a tremendous load of large bombs, and is well protected against attack from any angle. Protection from rear attacks is offered in a roomy gunnery compartment in the very end of the tail.

After acceptance by the Navy Department, the "Aerial Battleship" will be flown to one of the United States Naval Air Stations, where exhaustive

Aero Institute starts classes

Nelson E. Grace and Thomas E. Shelton picked to head faculty.

With enrolled students and a waiting list of future students hailing from nearly every state in the Union, the new Aero Industries Technical Institute at Los Angeles is now holding its first classes. Opening on September 14, this new aircraft industries training institution's "take-off" climaxed over a year of careful planning and preparation on the part of its executive board and management.

The Aero Industries Technical Institute, merely a name a year ago, opened its doors as an elaborate educational institution having a five acre campus and four handsome new buildings providing some of the most advanced classroom and shop facilities known to vocational training in the aircraft industry.

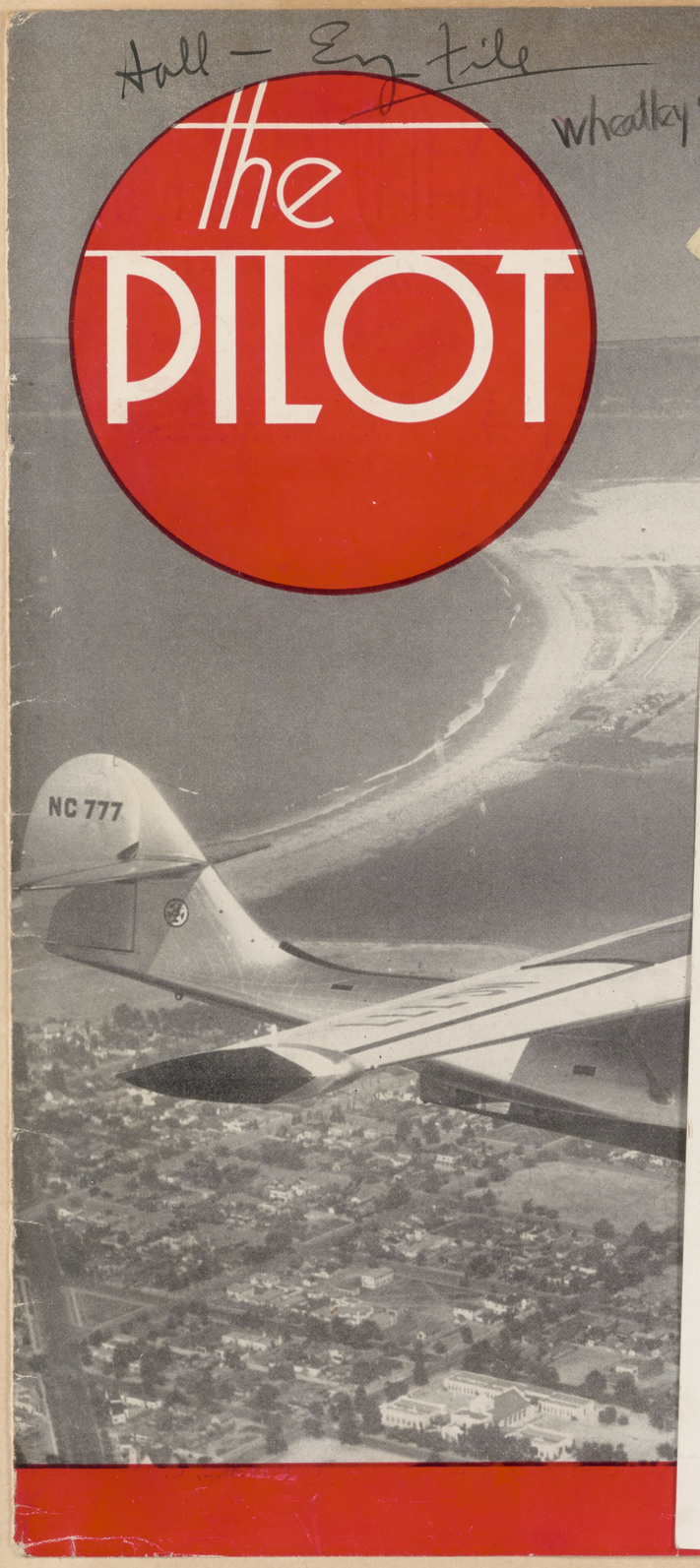
Exercising general supervision over the school is an Executive Board composed of Robert E. Gross, President, Lockheed Aircraft Corp.; John K. Northrop, President, Northrop Corp.; and C. A. Van Dusen, Vice President, Consolidated Aircraft Corp. James L. McKinley, well-known vocational school executive, is manager of the school.

The faculty of Aero I.T.I. is a hand picked group of men long identified with

Hall – Eng file

wheatley

the PILOT



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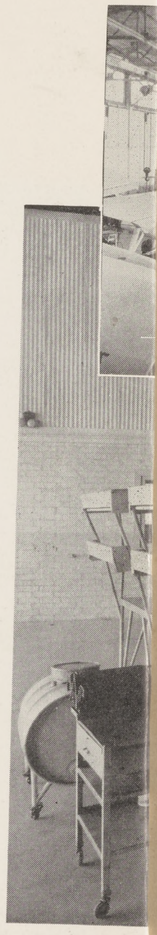
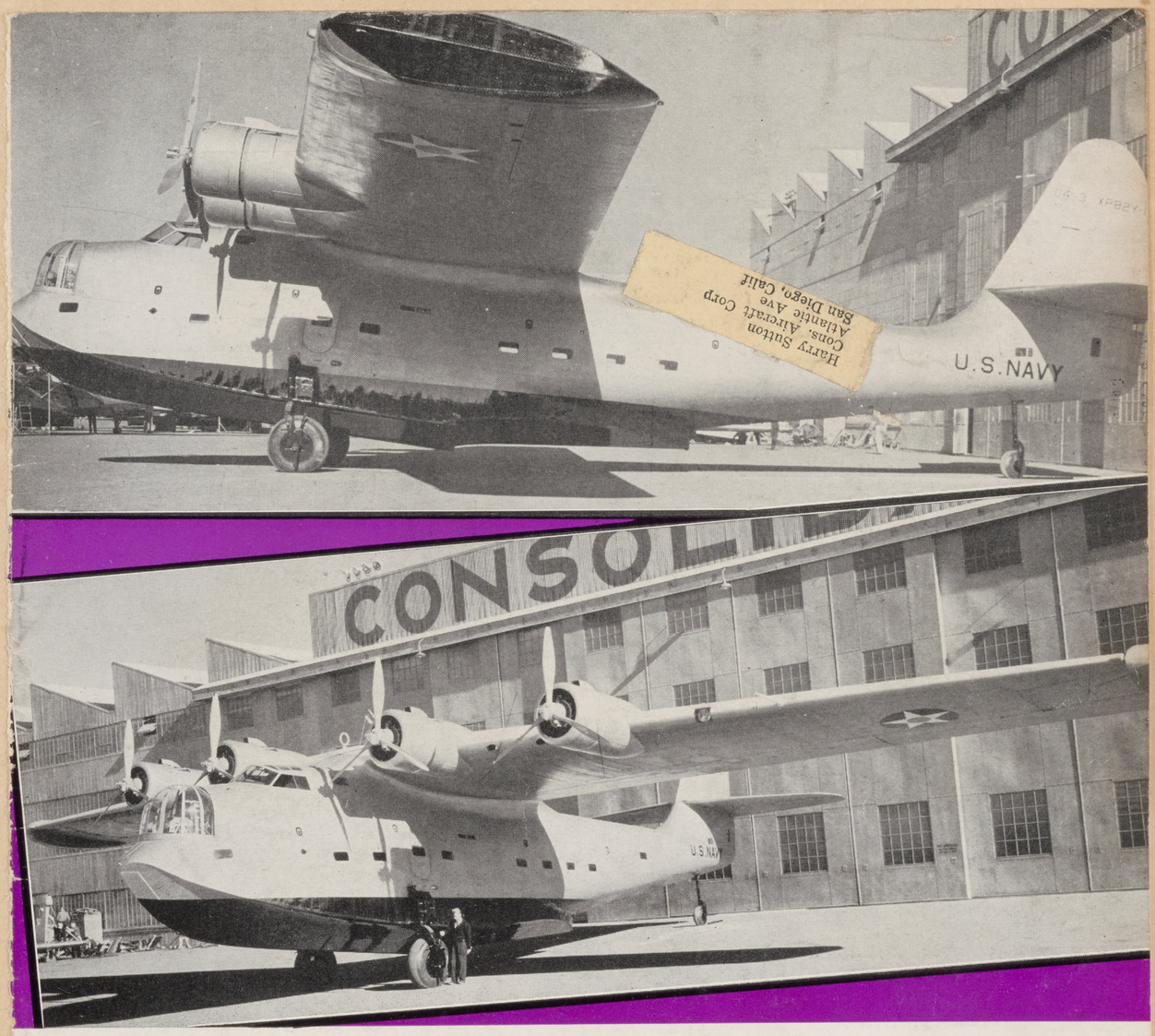


- Hangar Stor night.
- Complete Owners and
- Closest Airp Los Angeles
- Line Service Efficient as
- Public Steno ing pilots—



Harry Sutton
Cons. Aircraft Corp
Atlantic Ave
San Diego, Calif

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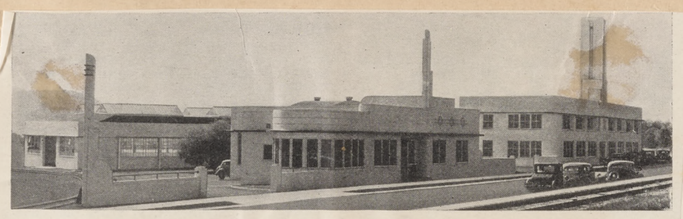

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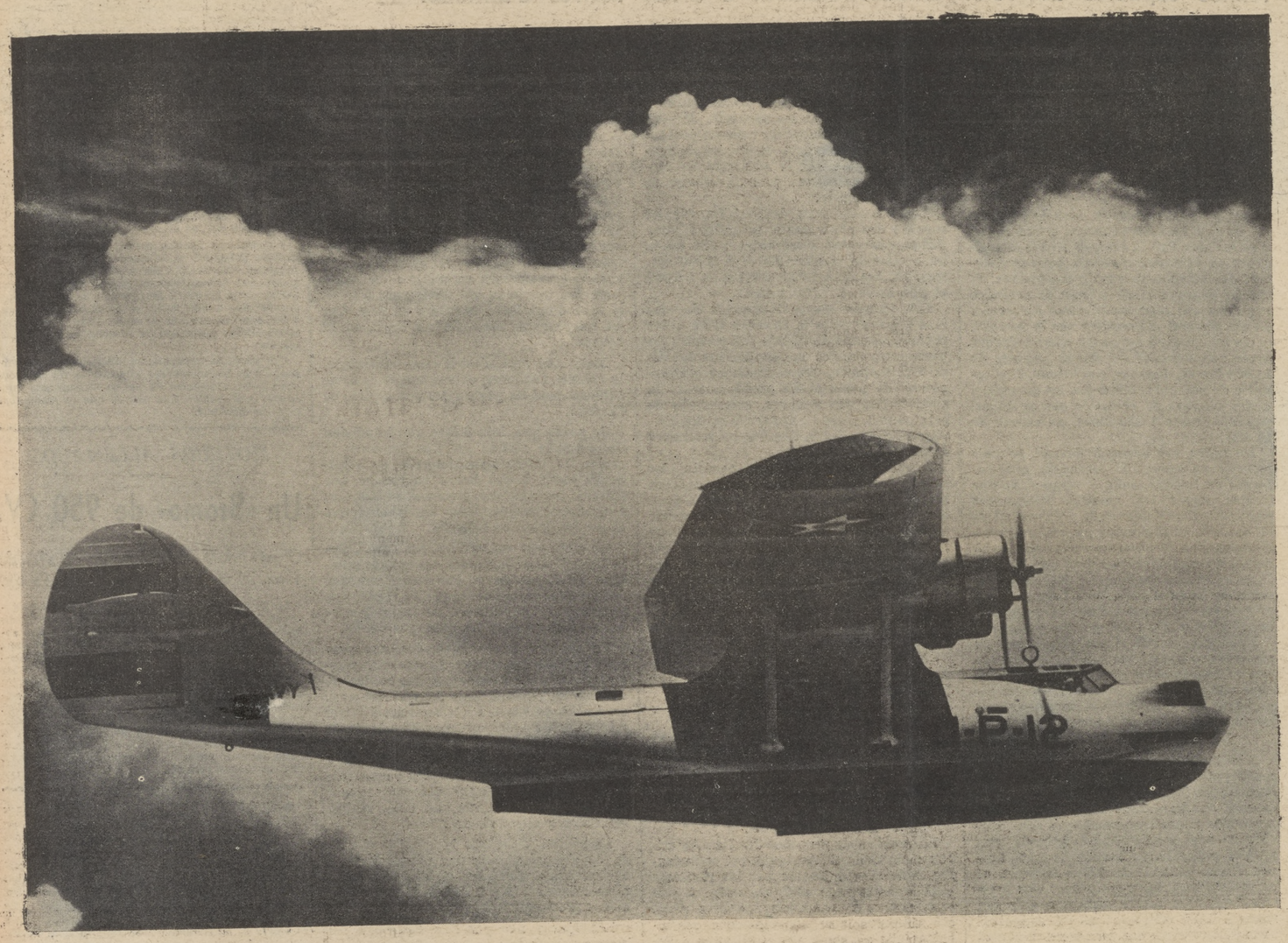


REPRÉSENTATION GÉNÉRALE POUR L'EUROPE

N. V. NEDERLANDSCHE VLIEGTUIGENFABRIEK FOKKER

AMSTERDAM

Plane Purchase Planned By USSR

LOS ANGELES, Feb. 11. (U.P.)—Amtorg Trading Corp., official Soviet agency, today obtained an option on a new Douglas flying boat capable of carrying 32 passengers and five crewmen.

Price of the plane was placed at $330,000.

Final purchase of the machine, however, was made dependent on further tests of its performance.

HONOLULU STAR

SD Tribune 2/2/38

CONSAIR DELAYS DELIVERY OF BIG NAVAL AIRBOAT

Engineers Plan Changes In Structure To Meet Objections

A month's delay in delivery to the Navy of its experimental four-motored bomber has been encountered by Consolidated Aircraft Corp., it was revealed today.

Dissatisfied with certain performances, company engineers are making several changes in the huge air boat's structure to meet approval of Naval inspectors.

Three Test Hops

About three test flights have been made since the 25-ton bomber, declared to be the most powerful Navy plane in the world, was launched in San Diego harbor last December.

Company officials had expected to have the plane ready for the Navy Trial Board by Feb. 1, but the unforeseen need of alterations has caused a postponement, at least until March 1.

No Mishaps

Consolidated assumes the risk of damage to the plane in preliminary test flights, which have been conducted by Chief Pilot William Wheatley. It was emphasized today that no mishaps had been suffered by the plane in its recent hops. The bomber represents a $1,000,000 investment to Consolidated, Major Reuben H. Fleet, president, revealed at the time it was launched.

The performance of the airboat must satisfy Lieut. Henry J. McRoberts, Naval aircraft inspector at the San Diego plant, before it undergoes so-called "commanding officer preliminary trials," supervised by Capt. Arthur L. Bristol Jr., commanding officer of the Naval Air Station.

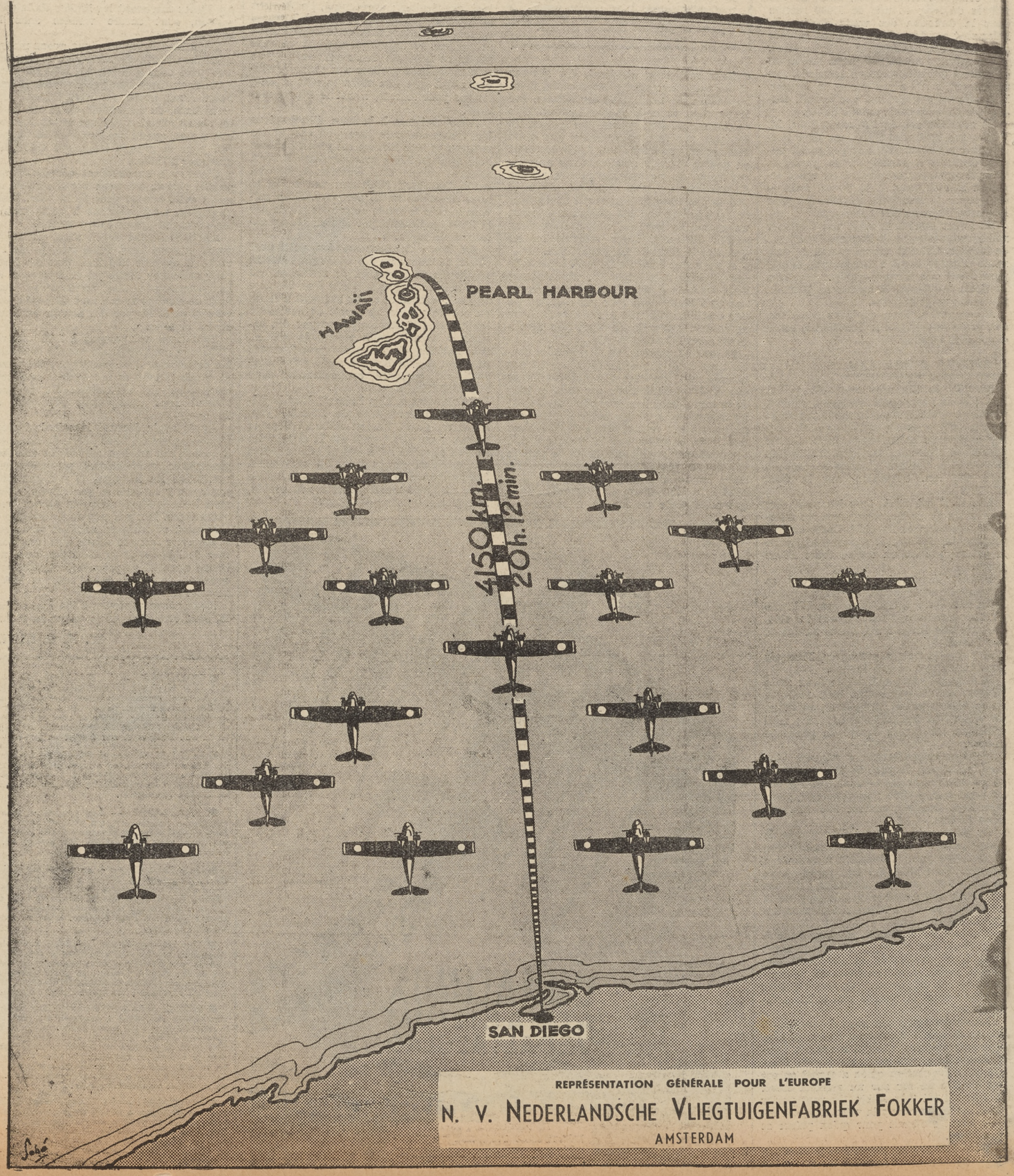
Final Inspection

When the plane meets the latter's approval, a Navy Trial Board, consisting of eight experts in various divisions of aviation, is called from Washington, D. C., to make the final inspection.

This procedure already has been completed by Consolidated's competitor in the four-motored Navy bomber field—Sikorsky Aircraft Co. of East Hartford, Conn. The Sikorsky airboat underwent final trials several months ago and will vie with the Consolidated plane for a large-scale production contract.

CONSOLIDATED

LE 18 JANVIER DERNIER, 18 HYDRAVIONS CONSOLIDATED PBY ONT FRANCHI SANS ESCALE LA DISTANCE DE 4.150 KM., ENTRE SAN DIEGO (CALIF.) ET HONOLULU, EN 20 HEURES 12 MINUTES. EQUIPAGES : 127 HOMMES



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AMSTERDAM

SD Tribune 7/9/38

Pairings Announced In Consair Golf

Pairings and starting times for the qualifying round in the Consolidated Aircraft corporation's championship golf tournament were announced today. The pairings reveal 120 will tee off in the preliminary test at the Emerald Hills links Saturday. Match play will follow on four consecutive Saturdays. Pairings and starting times:

7:30—F. Williamson, J. Williamson, R. George, J. Bryant.
8:15—J. Dole, H. Moeller, T. Johnson, M. Doerr.
8:30—Smith, Woerner, Taylor, Salmon.
8:36—Anderson, Ballard, Gumber, Wiley.
8:42—P. A. Carlson, R. K. Whitney, C. L. Freel, T. J. Coughlin.
8:54—H. G. Moe, L. E. May, L. C. Ekrem, R. R. Hoover.
9:00—W. Luppke, R. Paine, B. Bartha, J. Zamiska.
9:06—W. A. Schurr, A. D. Kligman, H. O. Nelson, W. E. Eldred.
9:12—P. McMichael, D. Biggs, R. Ramet, J. Rhodes.
9:18—Goss, Leggot, J. Le Clare, C. Le Clare.
9:24—B. W. Sheahan, T. M. Hemphill, K. B. Barnes, F. Meer.
9:30—A. Abels, E. H. Watts, R. C. Sebold, H. Hinckley.
9:36—G. Wier, T. Tumpkins, G. Grosher, R. Smeltzer.
9:42—D. D. Waller, J. Strachan, C. L. R. Smeltzer, J. Robinson.
9:48—Sloboda, Santong, Galley.
9:54—E. Williams, H. Abbott, C. W. Seymour, Campbell.
10:00—E. Wesp, R. Berg, L. G. Ireeland, D. W. Etchings.
10:06—C. M. Vates, M. Rosenbaum, H. M. Turner, D. R. Kirk.
10:12—G. Gandee, P. A. Stacy, J. C. Felix, G. A. French.
10:18—W. W. Williams, C. L. Gardner, Al Dolan, J. Robinson.
10:24—I. M. Laddon, H. A. Sutton, Dave Fleet, E. Vining.
10:30—R. A. Miller, F. W. Devlin, C. Farnsworth, P. Bourque.
10:36—C. Leich, J. Kelley, Hull, R. H. Schwarz.
10:42—H. W. Ryan, A. F. Vinje, F. B. Kester, Tom Malm.
10:48—Ed Gengras, R. Gartmayer, H. Muck, P. Kriegger.
10:54—F. Bender, K. Williams, J. Kany, J. Sylvester.
11:00—W. Seacord, J. Donahue, R. S. Madison, H. Golden.
11:06—R. E. Ingold, Craig, J. Stracham, Ted Laven, D. Burkhardt.

AVIATION MAG. Feb. '38

● **What a fleet of patrol bombers** the Navy is going to have pretty soon! Month ago a $4,500,000 contract for 33 more twin-engined Consolidateds brought the number of that type on-hand or on-order up to 255. Now comes a $5,299,538 contract to Glenn L. Martin for 21 patrol bombers of a new twin-engined gull-winged design that is expected to beat everything in its class.

Consolidated Could Carry 100

FURTHER FIGURES on the new Consolidated commercial trans-oceanic flying boat (announced exclusively in the January issue of AVIATION) show that this craft can be supplied with interior arrangements to accommodate 100 passengers and baggage on eastbound trans-Atlantic flights, and 75 passengers and baggage on westbound flights. These payload increases entail a corresponding decrease in the ship's super-luxury

AVIATION MAG Feb '38

recreational facilities, as illustrated in our January issue, but no change in stateroom size or luxury, and the same performance is maintained.

The San Diego Sun

Forecast Tomorrow: Unsettled with showers
(Complete report on Page 3)

ESTABLISHED 1881—VOL. 58 NO. 34 — SAN DIEGO, CALIFORNIA, THURSDAY, FEBRUARY 3, 1938 — By Carrier, Daily and Sunday, 85c a Month

SCRIPPS—HOWARD

HOME

If you fail to get your copy of The Sun phone Main 6121 before 6:30 P. M. daily or 9:00 A. M. Sundays, and a special copy will be sent.

FIVE CENTS

11 PERISH IN S. D. BOMBER COLLISION; FOUR TAKE TO 'CHUTES, THREE LIVE

The Fact-O-Graph by WILLIS WERNER

Herbs.

ALMOST anything grows in San Diego—a local chef even raises his own mint in the shadow of a downtown hotel—but more herbs grow on a sun-drenched Lemon Grove hillside than anywhere else in the county.

◇ ◇ ◇

There you will find the only lovage in San Diego—as well as such items as savory, scurvy grass and fennel stalks.

◇ ◇ ◇

They were planted by Dr. John Lovranich of Vienna, who has been experimenting with herbs and edible plants ever since he was cured of an illness while a young man. He works in his patch every morning.

◇ ◇ ◇

The lovage seeds he imported direct from Germany—they produce an herb with an aromatic celery flavor. Finely chopped, it's favored by gourmets for flavoring potatoes, meats and salads.

◇ ◇ ◇

Fennel stalks are eaten like celery while scurvy grass is a garden cress like watercress. Savory is favored as a seasoning for string beans.

JAPAN WARNS FOREIGNERS TO EVACUATE

Bomb Operations To Cover 100,000 Square Miles North Of Yangtse

By United Press

SHANGHAI, Feb. 3.—Japanese authorities today warned foreigners to evacuate an area of more than 100,000 square miles in Central China "in view of the possibility of extensive operations"—the battle north of the Yangtse River which is now entering its climactic stage and may be the decisive battle of the war.

Note Sent Diplomats

The warning came from the

Buoy Saves Man Trapped In Icy River

By United Press

LOWELL, Mass., Feb. 3.—A man trapped for nearly eight hours on a clump of rocks in the middle of the swiftly-running Merrimac river, was rescued in a breeches buoy by Coast-Guardsmen today.

Identified as Walter Giblin, a musician, about 30, he was hurried to hospital here. He was only partly conscious and his condition was reported poor.

His dark overcoat was frozen stiff and his face and hands were almost black from exposure to a 10-degree temperature.

Only an hour before he was pulled to shore in the breeches buoy, Giblin had grabbed a guide line and tumbled into the water. He managed to swim to another rock, however, and this time waited until Surfman Harold Manchester reached him in

INJURIES OF 3 SURVIVORS ONLY SLIGHT

Commander Of One Plane Orders Crew To Jump, Stays With Ship

Leaps in parachutes saved the lives of three enlisted men who were aboard the Navy airboats which collided 70 miles at sea and carried 11 others to their deaths, the Navy reported today.

Fourth Succumbs

A fourth man who also jumped with his parachute died later aboard the hospital ship Relief. He was J. H. Hester, radioman, 1c.

Hero's Death

WORST HEAVIER-THAN-AIR TRAGEDY IN NAVY HISTORY OCCURS OFF COAST DURING SQUALL

One Craft Dives Into Sea Ablaze; Bodies Of 10 Who Went Down With Ships, Hunted; Injuries Fatal To Rescued Flier

In the worst heavier-than-air disaster of United States Naval history, two San Diego-based patrol bombers collided in mid-air during a sudden rain squall 70 miles southwest of Point Loma last night, killing 11 of the flight personnel and demolishing both aircraft.

Three aviators survived the crash, which caused one of the airboats to burst out into flames and the other to spin into the sea, smashing into splinters.

It was believed that in the sudden rain squall, a heavy wind had blown up, literally tossing the two planes, flying in a close

Loss Put At Million

Meanwhile, 68 of the Consolidated-built bombers have, since January, 1937, completed five phenomenal non-stop flights to Hawaii and the Canal Zone without even minor trouble.

Value of each airboat, totally equipped with armament, is approximately $250,000. Loss in equipment alone in the three fatal accidents reaches $1,000,000.

It was recalled today that five of the crew that perished were included in the flight personnel of Patrol Squadron 11, when it delivered 12 bombers to Pearl Harbor last April. They are Lieut. Cooper, pilot of plane No. 3, Radioman Hester, Chief Aviation Machinist's Mate Fitzmaurice, Radioman Julian Rawls, and Aviation Chief Machinist's Mate Nelderlelt.

First Used In 1936

Patrol Squadron 11 is the pioneer advanced type airboat squadron of the Navy. Under command of Lieut.-Comdr. L. A. Pope, its crews have flown the giant bombers more hours and miles than any other group of aviators in the service.

To Lieut.-Comdr. Pope on Oct. 5, 1936, the first PBY-1 plane was delivered from the Consolidated plant. His men served as "instructors" to the crew of Patrol Squadron 6 of Pearl Harbor, first unit to make a long-distance delivery flight of PBY planes, in January, 1937. The following April, 84 officers 11 "ferried" their complement of planes to Hawaii, delivered them to a Pearl Harbor-based squadron, and returned to San Diego for 12 new bombers.

Searchlights of the fleet, 98 fighting ships massed in giant

The two giant Navy bombing planes, which collided last night, with a loss of 11 men, are among the world's most powerful aircraft.

They are designed to fly non-stop and an adequate defensive armament of machine guns, and bombs and other ordnance to stop 4000 miles with a load of bombs and a adequate defensive armament of machine guns, and the Navy boasts that when forced down at sea, their boatlike hulls will ride out any storm that a ship can live through.

Three men are needed to fly them—pilot, navigator and radio man—and folding bunks are provided for the others of the seven-man crew who may be off duty. Though engaged in mimic battle tactics, the planes had been out of their base for 12 hours and it was believed that some of the victims may have been off duty, perhaps killed while asleep in their bunks.

The blunt-nosed hulls are of chine gun nest to guard the tail.

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Bombers In Crash Among World's Most Powerful

William Woodruff, aviation chief machinist's mate, (wife, Ruth), San Diego.

The survivors, all injured, were:

D. B. McKay, aviation chief machinist's mate, (wife, Mrs. Donald McKay), San Diego, fractured leg.

V. O. Hatfield, (no record yet of kin or home), extensive cuts on right leg.

L. S. Carpenter, aviation machinists mate, (wife, Violet), San Diego), broken arm and shock.

Armament details are the Navy's jealous secret. A glassed-in compartment at the nose holds two men, apparently to operate machine guns and release bombs which are believed also to be carried in this room.

A glassed-in revolving machine gun turret pokes up further back along the top of the hull. Behind this is the pilot's compartment, and then the wing. Below the wing are the navigator's and commander's quarters. Aft the wing are the crew's quarters, with living accommodations for extensive tactics, the planes had been out of their base for 12 hours and it was believed that some of the victims may have been off duty, perhaps killed while asleep in their bunks.

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The blunt-nosed hulls are of chine gun nest to guard the tail.

Jack-O-Graph

make seasonings and teas—and he has even found ways to make alfalfa taste good.

◇ ◇ ◇

More familiar are sweet basil and parsley, sage, rosemary and thyme for rabbit.

◇ ◇ ◇

Busy raising herbs by day, Dr. Lovranich goes to bed early, gets up at 2 a. m. to write about his experiments—finds it easy at that quiet hour, with the radio playing softly in the background.

◇ ◇ ◇

He uses seaweed as fertilizer—digs it into his herb bed—finds many market vegetables in this area somewhat "undernourished," when grown in soil that isn't rich enough in minerals.

◇ ◇ ◇

Present vegetables, he explains, are merely domesticated weeds—and many plants considered weeds today he believes will become as commonly used when their values are better known.

NEXT: Elevator Starters.

VALENTINES
STATIONERS CORPORATION
1040 SIXTH AVE.

Kidneys Must Clean Out Acids

Your body cleans out excess acids and poisonous wastes in your blood through 9 million tiny delicate Kidney tubes or filters. If functional disorders do not permit Kidneys to remove excess acids and poisonous wastes, you may suffer nagging backache, Rheumatic Pains, Leg Pains, Getting Up Nights, Nervousness, Lose Pep, Feel Tired, Dizzy, Have Colds, Headache, Burning or Scanty Passages, Smarting or Itching, Acidity, or Pimply Skin, don't wait, but ask your druggist for Doan's Pills. Used successfully by millions for over 40 years. They give happy relief and will help the 9 miles of Kidney tubes flush out poisonous waste. Get Doan's Pills.

Beware Coughs from common colds That Hang On

No matter how many medicines you have tried for your cough, chest cold, or bronchial irritation, you can get relief now with Creomulsion. Serious trouble may be brewing. Don't cannot afford to take a chance with any ready less potent than Creomulsion, which goes right to the seat of the trouble and aids nature to soothe and heal the inflamed mucous membranes and to loosen and expel the germ-laden phlegm. Even if other remedies have failed, don't be discouraged, try Creomulsion. Your druggist is authorized to refund your money if you are not thoroughly satisfied with the benefits obtained from the very first bottle. Creomulsion is one word—not two, and it has no hyphen in it. Ask for it plainly, see that the name Creomulsion is on the bottle and you'll get the genuine product and the relief you want. (Adv.)

Tickets: 324 Broadway, U. S. Grant Hotel. Tel. Franklin 6345

THE NATIONAL PARKS ROUTE

WESTERN AIR EXPRESS

TRAVEL THE MODERN WAY

VIA NEW NATIONAL PARKS ROUTE TO SALT LAKE CITY

SLASHED

New winter excursion rates to most points on Western Air Express system reduce air travel costs to lowest in history.

Fly now while costs are low. Five times as fast—ten times as scenic. More time for business or pleasure at your destination. Leave any day you wish.

TYPICAL ROUND TRIPS

Now*

LAS VEGAS $24.88
(Boulder Dam)

SALT LAKE 50.94

*Including Meals

At the same time, the city street department began dumping sacks of sand and concrete along the ocean front between Lonbranch and Brighton-sts., where the ocean has washed out bulkheads, portions of lots and streets during the past three days.

Although not as high as the tide yesterday, the high water line today took out another large amount of sand along a two-block front, residents reported. City Public Works Director Fred Rhodes, after surveying the disturbance, said the city would co-operate with property owners in the construction of a permanent sea-wall.

Prosecutor Roll produced Wright's earlier signed confession to police, telling how he shot to "destroy that thing." Roll based his next questions on the confession.

Q. When you saw what you did, did you think of destroying it as you said in your statement at the Glendale police station?

A. I don't know what I thought.

My mind went blank.

Q. Did you suspect that she was participating in an unnatural act?

A. Yes.

Wright gripped the arms of the chair.

The cross-examination switched to Wright's own conduct. He admitted having gone out with other women, but insisted it was for business reasons, and that Mrs. Wright had been informed of his vane. He said he could not remember telling detectives that he brought new flood dangers to Governor Emmerson, who had prevailed on the eastern seaboard to get relief to hundreds of marooned families.

were down.

The storm continued unabated today. Power lines westward to San Francisco, and eastward to Reno, were down.

When Garvin made his last report by telephone prior to his arrival in Prattville he said that he had carried Lambert to a shelter cabin Monday night, and had started with him again Tuesday morning, fearing that they would starve before they were rescued. Then the line was cut off by the storm.

The snowfall measured six feet deep in level areas, and drifts were piled high across the roads.

Northern Illinois Faces Flood Peril

By United Press

Unseasonably warm weather and heavy rains, carried eastward by gales from the Pacific coast, brought new flood dangers to Northern Illinois today.

The midwestern cold wave was broken but freezing temperatures prevailed on the eastern seaboard.

Government engineers feared that a sudden rise in temperatures would loose a potential flood stored in an 80-mile stretch of thick ice on the Rock river from Rockford, Ill., to the Mississippi.

On the Michigan peninsula, highway crews and rescue parties still were attempting to get relief to hundreds of marooned families.

IATED PRESS ☆ THE INTERNATIONAL NEWS ☆

ING TRIBUNE

HOME EDITION

ESTABLISHED 1895

SAN DIEGO, CALIFORNIA, THURSDAY, FEBRUARY 3, 1938 SECTION A FIVE CENTS 75c PER MONTH

ELEVEN DEAD, 3 SURVIVE IN CRASH OF S. D. PLANES

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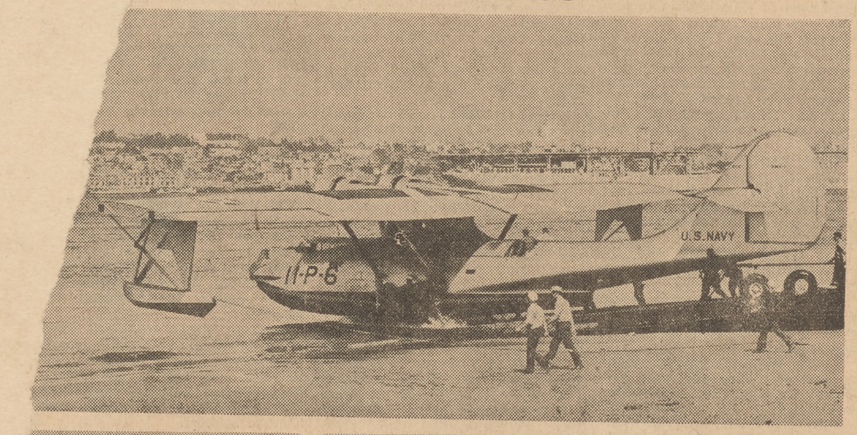
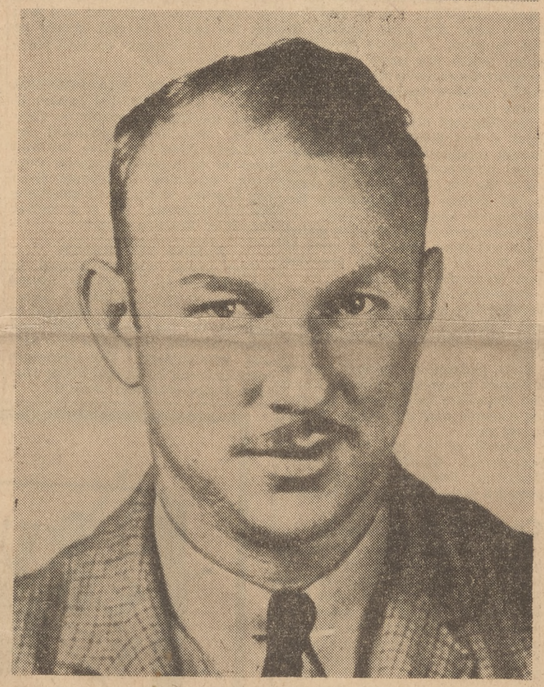
atly still was trapped derness.
ien, Louis Garvin, 50, Lambert, 20, missing ay when they left Pratts-
on Next Page, Col. 4)

ed in Fatal Crash and Two Survivors





Similar to planes 11-P-3 and 11-P-4, which collid ed last night off the San Diego county coast, and two of the three n in the planes are shown here. Upper: Plane 11-P-6, photographed as it took to the water from the ramp, North Carpenter, AMM2c, left, and V. O. Hatfield, A CMM, right, who were rushed to the hospital ship Relief at San Clemente island.

Funds Sought For Two U.S. Dirigibles

WASHINGTON, Feb. 3 (A.P.)—Adm. William D. Leahy testified today the United States never had a 5-3 naval ratio with Japan because of the necessity of keeping part of the fleet in the Atlantic ocean. Although this ratio was fixed by the London and Washington naval treaties, Leahy told the house naval committee division of the fleet between the two oceans prevented its establishment.

Leahy, questioned by Rep. Maas (R-Minn), asserted in the event of hostilities in the Pacific, he would want all the fleet available in that ocean. Responding to Rep. Brewster (R-Me), the navy's top-ranking officer declared the navy never had considered any plans for "quarantining" aggressor nations.

Brewster asked his question in reference to President Roosevelt's foreign policy speech at Chicago. The discussion brought criticism from Maas that the president had been "misquoted." "I think the
(Continued on Next Page, Col. 3)

3-Year Lows In Mart Break

By VICTOR EUBANK

NEW YORK, Feb. 3 (A.P.)—Leading stocks crashed through lowest levels since 1935 in today's market, with losses running to 5 or more points at the worst. Rallying periods were slow and generally failed to follow through, although sufficient support appeared in the closing hour to enable principal sufferers to revive somewhat at the finish.

Another sharp break in American Telephone, which toppled more than 8 points at one time, unsettled sentiment at the start and touched off selling in virtually all industrial groups. Rails and utilities did relatively well throughout, the majority holding declines to fractions. Steels, motors, rubbers, aircrafts, farm implements, electrical equipments, chemicals and specialties were in the forefront of the slide. Transfers ran around 1,100,000 shares.

Bonds fell with stocks. Grain futures recovered substantially but other commodities were uneven. Wheat at Chicago was up ⅜ to 1 cent a bushel and corn improved ¾ to 1.

Conspicuous on the downside were U. S. Steel, Bethlehem, Chrysler, General Motors, Westinghouse, Allied Chemical, DuPont, Sears Roebuck, J. I. Case, Eastman Kodak, Douglas Aircraft, Kennecott, Johns-Manville, Allis Chalmers, Phillips Petroleum, Union Pacific, Homestake, Crown Cork and American Can.

Brokers attributed American Telephone's relapse partly to thoughts of possibility of a near-by adverse

Big Sea Search On For Bodies in Navy Tragedy

Death toll of a mid-air collision 70 miles off Pt. Loma last night of two giant navy bombing planes—worst plane disaster in American naval history—rose to 11 today as search by sea and air was made for missing bodies of 10 airmen. Rescued from the water after the bomber 11-P-4 fell in a splintering impact with plane No. 11-P-3, J. H. Hester, RMlc, of San Diego, died aboard the hospital ship Relief at San Clemente island early this morning, The Associated Press reports.

Expected To Recover

Three of Hester's companions are safe. Seriously injured, but expected to recover, they are D. B. McKay, ACMM, broken leg; V. O. Hatfield, ACMM, broken leg and cuts, and L. S. Carpenter, AMM2C, broken arm. All are married and reside here.

The 10 missing airmen, listed by the navy simply as "unaccounted for," and their nearest kin, are:

Crew of 11-P-3:

Lt. Elmer Glenn Cooper, commanding officer; wife, Mrs. Frances Cooper, Coronado.

Aviation Cadet Erwin John Koch, second pilot; mother, Mrs. John Koch, Toledo, O.

Maurice Fitzmaurice, ACMM; wife, Mrs. Victoria Fitzmaurice, El Cajon.

George Gordon Griffin, AMM1C; wife, Mrs. Sadie Griffin, San Diego.

Joseph Earl Walton, AMM2C; wife, Mrs. Mary Walton, San Diego.

Paul Landgrebe, AMM2C; father, Frank Landgrebe, Stillwell, Ind.

Julian Rawls, RM2C; wife, Chula Vista.

Crew of 11-P-4:

Lt. Carleton Barmore Hutchins,
(Continued on Next Page, Col. 1)

24 S.D. Fliers Killed In Recent Crashes

The collision of two navy patrol bombing planes off Pt. Loma last night with a loss of 11 lives was the third disaster to planes of this type within the past six months, bringing the death toll to 24.

Six men were killed on the night of Aug. 23 when one of the giant planes crashed in San Diego bay. The plane, swooping down for a landing, hit the half-submerged hulk of the abandoned whaling ship Narwhal.

Seven men were lost Jan. 5 when a bomber disappeared at sea about 200 miles northwest of San Diego. A gigantic five-day search by two-score warships and hundreds of planes failed to reveal any trace of the bomber or its crew.

Evidence Blows Up

DETROIT, Feb. 3 (A.P.)—Explosion of some of the evidence today caused abrupt adjournment of a court examination involving

2 Children Die In Home Fire; Locked In, Hint

ALBUQUERQUE, Feb. 3 (A.P.)—Two children were burned to death today when a small two-room adobe home in a suburb was destroyed by fire.

The victims were Celina, 2, and Ernest Vigil jr., 3, children of Mr. and Mrs. Ernesto Vigil. Vigil is a WPA worker.

Milt Grande, assistant fire chief, said the two apparently had been locked in the home while their mother visited a neighbor a short distance away. The cause of the blaze was not determined immediately. The mother said she had left the children on a bed and that she had been absent from the home only 15 minutes.

EXTRADITION REQUESTED

SACRAMENTO, Feb. 3 (I.N.S.)—Requisition papers were issued by the governor's office here today for the extradition of James Jones, 21, under arrest at Newport, Tenn., and wanted at Los Angeles on charges of criminally attacking 16-year-old Clara Ruth Fuhrman. Extradition also was sought for Robert Chavez, held at Albuquerque and wanted in Los Angeles on grand theft charges.

KEN MURRAY SAYS

HOLLYWOOD, Feb. 3 (Special)—Well, the good news from Wall street is that the New York stock exchange is going to reform itself. And Uncle Ken, always helpful, has a few rules to sugegst. The reform committee might consider these:

1.—How to make a margin call

ng Issue Trial

(A.P.)—
Wright
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EIGHT TEETH PULLED FROM WRONG GIRL BY SCHOOL 'D.D.S.'

ASHAWAY, R. I., Feb. 3 (A.P.)—Betty Champlin, 7, was eating soft foods today after her eight extracted teeth excited her father, mother, several school executives and a school dentist. It started

'DETERMINED TO HAVE VOTE,' SAYS AUTHOR OF LYNCH BAN

WASHINGTON, Feb. 3 (A.P.)—Sen. Wagner (D-NY) said today friends of the anti-lynching bill were "determined to have" a vote on the much-talked-about legislation that has been filibustered for a month.

Before the discussion started house naval committeemen heard Adm. William D. Leahy, chief of naval operations, testify the United States never had a 5-3 ratio of fighting ships with Japan because of the necessity of keeping part of the

The San Diego Sun

Forecast Tomorrow: Unsettled with showers
(Complete report on Page 3)

ESTABLISHED 1881—VOL. 58 NO. 34 · SAN DIEGO, CALIFORNIA, THURSDAY, FEBRUARY 3, 1938 · By Carrier, Daily and Sunday, 85c a Month

HOME

If you fail to get your copy of The Sun phone Main 6121 before 6:30 P. M. daily or 9:00 A. M. Sundays, and a special copy will be sent.

FIVE CENTS

11 PERISH IN S. D. BOMBER COLLISION; FOUR TAKE TO 'CHUTES, THREE LIVE

The Fact-O-Graph by WILLIS WERNER

Herbs.

ALMOST anything grows in San Diego—a local chef even raises his own mint in the shadow of a downtown hotel—but more herbs grow on a sun-drenched Lemon Grove hillside than anywhere else in the county.

◇ ◇ ◇

There you will find the only lovage in San Diego—as well as such items as savory, scurvy grass and fennel stalks.

◇ ◇ ◇

They were planted by Dr. John Lovranich of Vienna, who has been experimenting with herbs and edible plants ever since he was cured of an illness while a young man. He works in his patch every morning.

◇ ◇ ◇

The lovage seeds he imported direct from Germany—they produce an herb with an aromatic celery flavor. Finely chopped, it's favored by gourmets for flavoring potatoes, meats and salads.

◇ ◇ ◇

Fennel stalks are eaten like celery while scurvy grass is a garden cress like watercress. Savory is favored as a seasoning for string beans.

◇ ◇ ◇

Important to Dr. Lovranich are the dandelions most people shun. He describes them as the calomel of the vegetable kingdom, prepares them for use with salads and cooked greens. "Garlic with a high school education" is the chive, which gives an onion like flavor to cottage cheese or omelettes.

◇ ◇ ◇

DR. LOVRANICH'S first experiment was to try increasing the iron in spinach. He soaked iron nails in water, used the rusty water on the growing spinach.

◇ ◇ ◇

The experiment was successful—except that experts in Vienna informed him that it had already been done and that there was already more iron in spinach than we need anyway. Since has learned something which should make youngsters happy.

◇ ◇ ◇

That's the fact that lettuce contains more iron than spinach, is more healthful than spinach because the latter contains sharp oxalic acid.

◇ ◇ ◇

Dr. Lovranich's experiments indicate that if you ate more vegetables containing sodium you'd eat less salt which contains sodium in another form.

◇ ◇ ◇

Explains that's why people who use the herb romaine use less salt—it's rich in sodium. He crossed romaine with dandelion (rich in potassium and iron), made an herb he calls rodan which he presented to President Roosevelt on the latter's visit here. He has a letter saying the President liked it.

◇ ◇ ◇

Dr. Lovranich went from Vienna to Berlin to study and while there developed a system of calisthenics which won him a gold medal. Speaking Hungarian, Roumanian and Esperanto (which he once taught) as well as German, he made world-wide acquaintances, came to this country as a result of one of them.

◇ ◇ ◇

A WEALTHY Oregon businessman urged him to come to Portland—so he did, gradually worked south until he settled in San Diego, finds Lemon Grove ideal for growing herbs.

◇ ◇ ◇

Now past 60, whitehaired with a trim Van Dyke beard, Dr. Lovranich is bronzed and vigorous, looks much younger, enjoys finding new uses for what most people consider weeds.

◇ ◇ ◇

Nettle, wild sage, wild horehound, dried and chopped all

Turn to Page 2, Col. 4.

BOB BURNS Says:

I THINK one reason for the divorces among the picture actors is because there is so much excitement in making pictures that home life jest seems a little dull. One actress told me the other day that her marriage would've gone on the rocks sure if her husband hadn't took up horseback ridin.'

She says since then her life has been filled with thrills and excitement because she never knows which to expect home first, her husband or the horse.

Bob Burns

JAPAN WARNS FOREIGNERS TO EVACUATE

Bomb Operations To Cover 100,000 Square Miles North Of Yangtse

By United Press

SHANGHAI, Feb. 3.—Japanese authorities today warned foreigners to evacuate an area of more than 100,000 square miles in Central China "in view of the possibility of extensive operations"—the battle north of the Yangtse River which is now entering its climactic stage and may be the decisive battle of the war.

Note Sent Diplomats

The warning came from the Japanese embassy at Peiping.

The embassy's statement was that in a note to foreign diplomats, "third parties"—foreigners—had been warned to evacuate the area extending northward from the Yangtse to an irregular line drawn from Tsingtao on the coast to Taiyuan, far back in Shansi province.

The embassy recommended also that foreign property in the area be marked clearly and that Japanese authorities be notified of its location.

Peiping 'New Capital'

The spokesman here, in discussing the embassy note, referred to Peiping as the "new capital."

The Japanese announced here their airplanes had bombed the Amoy area, between Shanghai and Hong Kong on the coast, and it was asserted that the Fulshan forts and the barracks there had been destroyed.

SNOW, RAINS DUE IN COUNTY

Two Of Six Men Missing In Sierra Storm, Safe

Winter sport enthusiasts took heart today as snowfall in the higher mountain regions during the next 24 hours was forecast by Dean Blake, government meteorologist.

Blake said the storm which brought cloudiness, but no rain yesterday, should produce showers tonight and Friday in the city.

Temperatures will remain moderate; winds moderate to fresh from the southwest. The mercury during the 24 hours ending at 8 a. m. ranged between 50 and 64 degrees. Season rain total to date

Turn to Page 2, Col. 5.

FATAL ARMY AIR CRASH MYSTIFIES

By United Press

MIAMI, Fla., Feb. 3.—The charred and twisted wreckage of an Army observation plane in which two Army Reserve officers crashed near here failed today to disclose the cause of the fatal accident.

Lieut. L. H. Hale, 25, and Lieut. Paul B. Williamson, 30, both of Coral Gables, died in the crash. The fliers, both commercial airline pilots, took off from Chapman Field on a routine training flight. Over Virginia Key, the plane suddenly dropped into dense undergrowth and caught fire immediately.

HOOVER BEGINS LONG TRIP TO BELGIUM

By United Press

SAN FRANCISCO, Feb. 3—Former President Herbert Hoover was enroute to New York today aboard a train on the first lap of a trip which will carry him to Belgium.

Accompanied by Paul C. Smith, general manager, San Francisco Chronicle, Hoover will revisit the scenes of his relief work during the World War. The trip is at the invitation of the Belgium government.

Buoy Saves Man Trapped In Icy River

By United Press

LOWELL, Mass., Feb. 3.—A man trapped for nearly eight hours on a clump of rocks in the middle of the swiftly-running Merrimac river, was rescued in a breeches buoy by Coast-Guardsmen today.

Identified as Walter Giblin, a musician, about 30, he was hurried to hospital here. He was only partly conscious and his condition was reported poor.

His dark overcoat was frozen stiff and his face and hands were almost black from exposure to a 10-degree temperature.

Only an hour before he was pulled to shore in the breeches buoy, Giblin had grabbed a guide line and tumbled into the water. He managed to swim to another rock, however, and this time waited until Surfman Harold Manchester reached him in the buoy. Giblin was lying semi-conscious on the rock when Manchester arrived.

WIFE 'SPENDER', WRIGHT CLAIMS

Cross-Examination Held Up By Prosecutor

LOS ANGELES, Feb. 3.—Paul A. Wright, testifying on re-direct examination in his trial for the murder of his wife, Evelyn, and John Kimmel, today told how he economized while his wife ran up large bills at department stores.

He said the suit he was wearing at the trial was purchased in 1933 and cost $22.50. The last suit of clothing he bought in 1936, and it cost $35.

Wife's Bills Large

Defense Atty. Jerry Giesler had Wright identify department store bills for $239, $296, $100 and $42 for clothing and other articles which Mrs. Wright purchased during 1935 and 1936.

Late in 1936 Wright wrote to the department stores and ordered them to discontinue his wife's credit, he testified.

Roll Delays Quiz

Wright, 39-year-old aviation executive who confessed he shot and killed his wife and Kimmel when he found them in an abnormal situation in Wright's home last Nov. 8, was to have been cross-examined

Turn to Page 2, Col. 6.

BOYD REVEALED AS FEDERAL FUGITIVE

William Edward Boyd, sought for the kidnaping, robbing and shooting of Police Officer B. E. Hammond in San Diego last Sept. 26, really is Karl Clark Strain, fugitive from Federal agents.

This was the information forwarded to the sheriff's office today in a Federal Bureau of Identification bulletin from Washington, D. C. He is wanted by the government on charges of unlawful flight to avoid prosecution, conditional release violator, violation of the National Motor Vehicle Theft act, and for impersonating an Army officer.

10,000 S. D. AUTOISTS YET TO GET PLATES

Some 10,000 San Diego auto owners had better hurry to the motor vehicle department office before 5 p. m. tomorrow if they want to avoid paying heavy penalties on their 1938 license plates, E. Robert Anderson, local manager, warned today.

Anderson said there were some 10,000 plates yet to be distributed here when the office opened today at 310 Cedar-st. It will be open until 5 p. m. today and tomorrow. Penalties of 100 per cent on registration fees and 50 per cent on license fees are charged those who fail to make the deadline.

BURLINGAME FLOODED

By United Press

BURLINGAME, Feb. 3.—A cloudburst which struck Burlingame last night overflowed Burlingame creek and flooded five downtown blocks today.

INJURIES OF 3 SURVIVORS ONLY SLIGHT

Commander Of One Plane Orders Crew To Jump, Stays With Ship

Leaps in parachutes saved the lives of three enlisted men who were aboard the Navy airboats which collided 70 miles at sea and carried 11 others to their deaths, the Navy reported today.

Fourth Succumbs

A fourth man who also jumped with his parachute died later aboard the hospital ship Relief. He was J. H. Hester, radioman, 1c.

Those who leaped to the sea and were picked up, only slightly injured, were D. B. McKay, aviation chief machinist's mate; V. O. Hatfield, and L. S. Carpenter, aviation chief machinist's mate.

All were aboard plane No. 4.

Wings Tangle

Navy officers said that the accident occurred when the squadron—of between three and six planes—attempted to close formation and struck a low cloud. The two planes drifted into each other and their wings tangled.

Plane No. 3 caught fire and dove into the sea. The other plane, however, remained in the air for a few minutes, as Lieut. Elmer Glenn Cooper struggled with the controls to bring the crippled plane down to a safe landing on the sea.

Abandon Ship

The order to jump evidently was given by the ship's commander. The four, who evidently were in the rear of the plane, hurriedly fastened on parachutes and abandoned ship. Only Hester suffered serious enough injuries to cause his death.

The commander and the others with him in the control room of the plane were unable to get out—the officer remaining with his ship as it finally spun around and dove into the ocean.

NAVY LEARNS BY DISASTERS

New Safety Devices Result, Says Blakely

By HAROLD KEEN
The Sun's Navy Editor

"Out of this regrettable and costly accident we may arrive at a new safety feature in aircraft maneuvers."

Deeply moved by the crash which robbed the Navy of 11 able fliers last night, Rear Adm Charles A. Blakely, new commander of Aircraft Scouting Force, thus today epitomized the Navy's continual quest for methods which will provide greater security to its personnel.

"From each mishap, aboard surface ships or in the air, the Navy attempts to gain information which will make it impossible for such tragedies to occur again," Rear Adm. Blakely said.

"Many years ago there was an explosion aboard one of our warships, killing 34 men. It was not until some time later, in the battle of Jutland, when three disasters of a similar nature occurred to British ships, that the English navy learned the lesson given us in peace time—at much less cost."

As in the case of the two previous disasters during the past year, the exact causes will never be known, it was pointed out by Navy

Turn to Page 2, Col. 4.

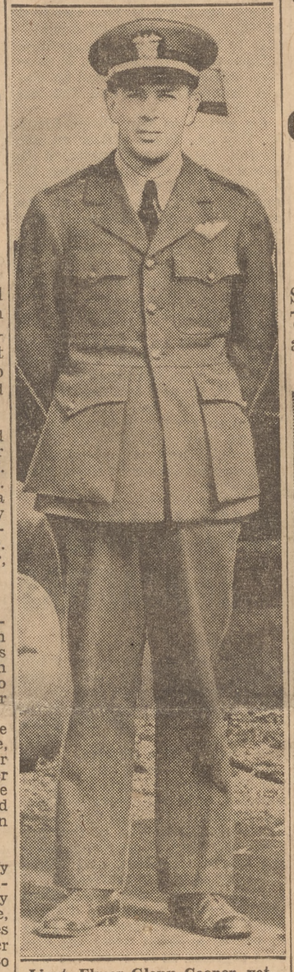
PHOENIX JURY HEARS FINAL MURDER PLEAS

By United Press

PHOENIX, Feb. 3.—Final arguments of prosecution and defense were presented today in the murder trial of Millard F. LaSater, 37, accused of killing Ted Harris, 37, Corsicana, Tex., oil worker, during a "wild drinking party."

The jury in Superior Judge G. A. Rodgers' court was expected to receive the case today. LaSater was accused of murdering Harris by cutting his throat.

Hero's Death



Lieut. Elmer Glenn Cooper, veteran of Navy mass non-stop flights to Honolulu, who fought—but failed—to save his ship and crew after the plane collided in mid-air with another patrol plane.

J. H. HESTOR

MINERS SEE LEWIS AS U. S. PRESIDENT

By United Press

WASHINGTON, Feb. 3.—Lieut. Gov. Frank J. Hayes of Colorado told the United Mine Workers' Union today that one of its members may some day become President of the United States and said that John L. Lewis is competent to hold the office.

"We have such a candidate—such a man. I don't know whether he wants to run or not—but we have a man competent to fill the position in John L. Lewis." The 2018 delegates rose to their feet applauding.

ELKO SUICIDE IDENTIFIED

By United Press

SAN FRANCISCO, Feb. 3.—San Francisco police today announced that the woman who committed suicide with Harry L. Brewer in an automobile near Elko, Nev., last week had been identified as Mrs. Tom Coleman, 27, of San Francisco.

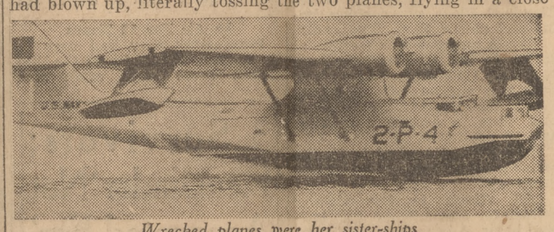
WORST HEAVIER-THAN-AIR TRAGEDY IN NAVY HISTORY OCCURS OFF COAST DURING SQUALL

One Craft Dives Into Sea Ablaze; Bodies Of 10 Who Went Down With Ships, Hunted; Injuries Fatal To Rescued Flier

In the worst heavier-than-air disaster of United States Naval history, two San Diego-based patrol bombers collided in mid-air during a sudden rain squall 70 miles southwest of Point Loma last night, killing 11 of the flight personnel and demolishing both aircraft.

Three aviators survived the crash, which caused one of the airboats to burst out into flames and the other to spin into the sea, smashing into splinters.

It was believed that in the sudden rain squall, a heavy wind had blown up, literally tossing the two planes, flying in a close



Wrecked planes were her sister-ships

formation, together and grinding them to pieces before the eyes of thousands of bluejackets on battleships and destroyers maneuvering in the vicinity.

The smashed planes plunged into the sea and disappeared. Fragments of wreckage drifted to the surface. The men rescued leaped from their falling ship with parachutes and were picked up in small boats launched immediately from the many warships in the vicinity.

The dead were first officially listed as "missing," while powerful searchlights of the warships pierced the rain-swept seas in an attempt to locate the bodies.

The planes were of Patrol Squadron 11, engaged in partol duty with the Pacific Fleet, now conducting intensive war drills off the Southern California coast.

The dead:

Aboard plane No. 3 which fell in flames—

Lieut. Elmer Glenn Cooper.

Aviation Cadet Erwin John Koch.

Joe Earl Walton, aviation machinist's mate, 2c.

Maurice John Fitzmaurice, chief aviation machinist's mate.

George Gordon Griffith, machinist's mate, 1c.

Julian Rawls, radioman, 2c.

William Hall Landgreve, aviation machinist's mate, 2c.

Aboard plane No. 4, which broke up on diving, with terrific force, into the storm-swept sea.

Lieut. Carlton Barmore Hutchins.

John Gregory Marion Neidzeicki, aviation chief machinist's mate.

William Woodruff, aviation chief machinist's mate.

J. H. Hester, radioman, 1c.

The survivors, who were rescued by speedy battleship launches, are:

D. B. McKay, aviation chief machinist's mate, fractured leg.

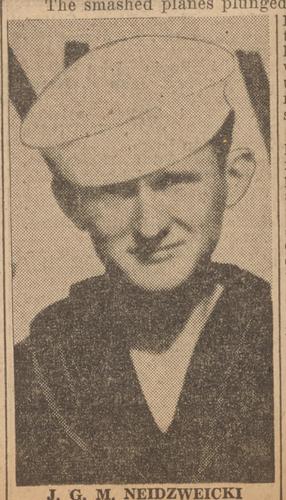
V. O. Hatfield, aviation machinist's mate, extensive cuts on right leg, 1025 22nd-st, San Diego.

L. S. Carpenter, aviation machinist's mate, 2c, 505 21st-st,

Turn to Page 2, Col. 1.

LIEUT. C. B. HUTCHINS

MR. and MRS. JULIAN RAWLS



J. G. M. NEIDZWEICKI

M. J. FITZMAURICE

TELEPHONE STOCK LEADS MARKET DIP

By United Press

NEW YORK, Feb. 3.—A wide-open break in American Telephone sent the stock market to new lows since 1935 and caused increased selling in other sections.

Telephone broke to a new low of 129½, off 8¼, before meeting support. Selling in this prime investment favorite was said to be coming either from an estate or from a large university. A thin Telephone market made the stock vulnerable to only moderate offerings.

EX-MRS. MISSELWITZ MARRIES 'BUD' EKINS

By United Press

RENO, Feb. 3.—Herbert Roslyn "Bud" Ekins, 37, noted war correspondent, was honeymooning today with his bride, the former Mrs. Ted Catherine Lowrance Misselwitz of New York City.

Judge Thomas Moran performed the ceremony after he had granted Mrs. Misselwitz an uncontested divorce from Henry Francis Misselwitz, former New York newspaperman now living in Beverly Hills.

500 STUDENTS ON STRIKE IN SAN JOSE

By United Press

SAN JOSE, Feb. 3.—Five hundred San Jose high school students, protesting defeat of a $1,800,000 bond issue for construction of new school buildings to alleviate overcrowded conditions, went on a "classroom strike" today and paraded through downtown streets, then returned to their classes.

1000 CHICKENS BURN

OAKLAND, Feb. 3.—A thousand baby chicks were burned to death today when fire destroyed a chicken hatchery owned by Walter Graf.

INSIDE THE SUN

MAMA'S BOY?—

"By calling him 'Mama's Boy,' Mr. Pegler has shown himself far from being 'Fair Enough.'" A Sun reader criticizes Pegler's criticism of Roosevelt. Page 12.

FIREWORKS—

"None of the injuries, however, was serious." Police department figures give the "pro and con" of the new fireworks ordinance. Page 11.

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ING TRIBUNE

HOME EDITION

ESTABLISHED 1895

SAN DIEGO, CALIFORNIA, THURSDAY, FEBRUARY 3, 1938 SECTION A FIVE CENTS 75c PER MONTH

ELEVEN DEAD, 3 SURVIVE IN CRASH OF S. D. PLANES

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ıen, Louis Garvin, 50, Lambert, 20, missing y when they left Pratts-
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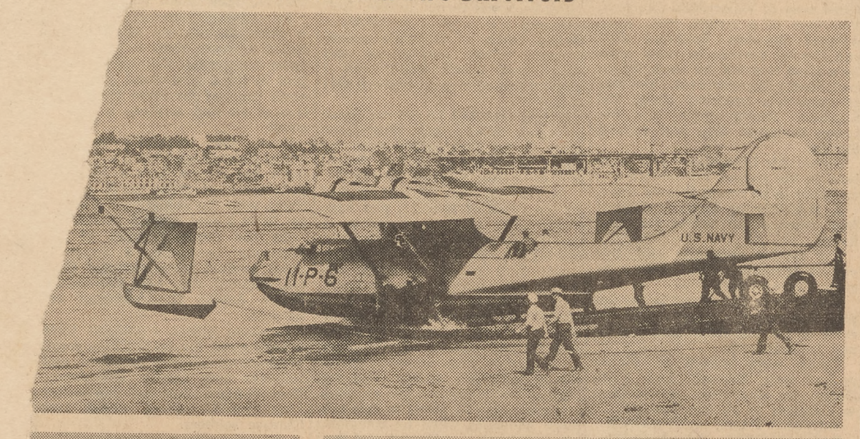
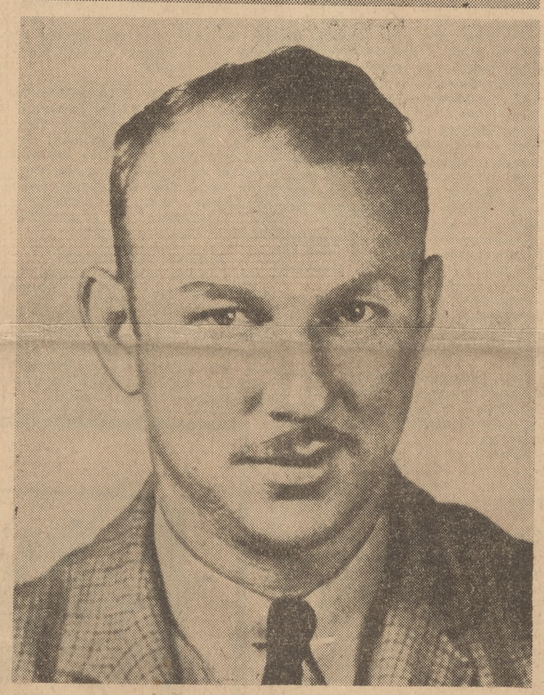
ed in Fatal Crash and Two Survivors





milar to planes 11-P-3 and 11-P-4, which collid ed last night off the San Diego county coast, and two of the three a in the planes are shown here. Upper: Plane 11-P-6, photographed as it took to the water from the ramp, North Carpenter, AMM2c, left, and V. O. Hatfield, ACMM, right, who were rushed to the hospital ship Relief at San Clemente island.

Funds Sought For Two U.S. Dirigibles

WASHINGTON, Feb. 3 (A.P.)—Adm. William D. Leahy testified today the United States never had a 5-3 naval ratio with Japan because of the necessity of keeping part of the fleet in the Atlantic ocean. Although this ratio was fixed by the London and Washington naval treaties, Leahy told the house naval committee division of the fleet between the two oceans prevented its establishment.

Leahy, questioned by Rep. Maas (R-Minn), asserted in the event of hostilities in the Pacific, he would want all the fleet available in that ocean. Responding to Rep. Brewster (R-Me), the navy's top-ranking officer declared the navy never had considered any plans for "quarantining" aggressor nations.

Brewster asked his question in reference to President Roosevelt's foreign policy speech at Chicago. The discussion brought criticism from Maas that the president had been "misquoted." "I think the
(Continued on Next Page, Col. 3)

3-Year Lows In Mart Break

By VICTOR EUBANK

NEW YORK, Feb. 3 (A.P.)—Leading stocks crashed through lowest levels since 1935 in today's market, with losses running to 5 or more points at the worst. Rallying periods were slow and generally failed to follow through, although sufficient support appeared in the closing hour to enable principal sufferers to revive somewhat at the finish.

Another sharp break in American Telephone, which toppled more than 8 points at one time, unsettled sentiment at the start and touched off selling in virtually all industrial groups. Rails and utilities did relatively well throughout, the majority holding declines to fractions. Steels, motors, rubbers, aircrafts, farm implements, electrical equipments, chemicals and specialties were in the forefront of the slide. Transfers ran around 1,100,000 shares.

Bonds fell with stocks. Grain futures recovered substantially but other commodities were uneven. Wheat at Chicago was up ⅜ to 1 cent a bushel and corn improved ¾ to 1.

Conspicuous on the downside were U. S. Steel, Bethlehem, Chrysler, General Motors, Westinghouse, Allied Chemical, DuPont, Sears Roebuck, J. I. Case, Eastman Kodak, Douglas Aircraft, Kennecott, Johns-Manville, Allis Chalmers, Phillips Petroleum, Union Pacific, Homestake, Crown Cork and American Can.

Brokers attributed American Telephone's relapse partly to thoughts of possibility of a near-by adverse

Big Sea Search On For Bodies in Navy Tragedy

Death toll of a mid-air collision 70 miles off Pt. Loma last night of two giant navy bombing planes—worst plane disaster in American naval history—rose to 11 today as search by sea and air was made for missing bodies of 10 airmen. Rescued from the water after the bomber 11-P-4 fell in a splintering impact with plane No. 11-P-3, J. H. Hester, RMlc, of San Diego, died aboard the hospital ship Relief at San Clemente island early this morning, The Associated Press reports.

Expected To Recover

Three of Hester's companions are safe. Seriously injured, but expected to recover, they are D. B. McKay, ACMM, broken leg; V. O. Hatfield, ACMM, broken leg and cuts, and L. S. Carpenter, AMM2C, broken arm. All are married and reside here.

The 10 missing airmen, listed by the navy simply as "unaccounted for," and their nearest kin, are:

Crew of 11-P-3:

Lt. Elmer Glenn Cooper, commanding officer; wife, Mrs. Frances Cooper, Coronado.

Aviation Cadet Erwin John Koch, second pilot; mother, Mrs. John Koch, Toledo, O.

Maurice Fitzmaurice, ACMM; wife, Mrs. Victoria Fitzmaurice, El Cajon.

George Gordon Griffin, AMM1C; wife, Mrs. Sadie Griffin, San Diego.

Joseph Earl Walton, AMM2C; wife, Mrs. Mary Walton, San Diego.

Paul Landgrebe, AMM2C; father, Frank Landgrebe, Stillwell, Ind.

Julian Rawls, RM2C; wife, Chula Vista.

Crew of 11-P-4:

Lt. Carleton Barmore Hutchins,
(Continued on Next Page, Col. 1)

24 S.D. Fliers Killed In Recent Crashes

The collision of two navy patrol bombing planes off Pt. Loma last night with a loss of 11 lives was the third disaster to planes of this type within the past six months, bringing the death toll to 24.

Six men were killed on the night of Aug. 23 when one of the giant planes crashed in San Diego bay. The plane, swooping down for a landing, hit the half-submerged hulk of the abandoned whaling ship Narwhal.

Seven men were lost Jan. 5 when a bomber disappeared at sea about 200 miles northwest of San Diego. A gigantic five-day search by two-score warships and hundreds of planes failed to reveal any trace of the bomber or its crew.

Evidence Blows Up

DETROIT, Feb. 3 (A.P.)—Explosion of some of the evidence today caused abrupt adjournment of a court examination involving

2 Children Die In Home Fire; Locked In, Hint

ALBUQUERQUE, Feb. 3 (A.P.)—Two children were burned to death today when a small two-room adobe home in a suburb was destroyed by fire.

The victims were Celina, 2, and Ernest Vigil jr., 3, children of Mr. and Mrs. Ernesto Vigil. Vigil is a WPA worker.

Milt Grande, assistant fire chief, said the two apparently had been locked in the home while their mother visited a neighbor a short distance away. The cause of the blaze was not determined immediately. The mother said she had left the children on a bed and that she had been absent from the home only 15 minutes.

EXTRADITION REQUESTED

SACRAMENTO, Feb. 3 (I.N.S.)—Requisition papers were issued by the governor's office here today for the extradition of James Jones, 21, under arrest at Newport, Tenn., and wanted at Los Angeles on charges of criminally attacking 16-year-old Clara Ruth Fuhrman. Extradition also was sought for Robert Chavez, held at Albuquerque and wanted in Los Angeles on grand theft charges.

KEN MURRAY SAYS

HOLLYWOOD, Feb. 3 (Special)—Well, the good news from Wall street is that the New York stock exchange is going to reform itself. And Uncle Ken, always helpful, has a few rules to sugegst. The reform committee might consider these:

1.—How to make a margin call

ng Issue Trial

(A.P.)—
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EIGHT TEETH PULLED FROM WRONG GIRL BY SCHOOL 'D.D.S.'

ASHAWAY, R. I., Feb. 3 (A.P.)—Betty Champlin, 7, was eating soft foods today after her eight extracted teeth excited her father, mother, several school executives and a school dentist. It started
home and pointed

'DETERMINED TO HAVE VOTE,' SAYS AUTHOR OF LYNCH BAN

WASHINGTON, Feb. 3 (A.P.)—Sen. Wagner (D-NY) said today friends of the anti-lynching bill were "determined to have" a vote on the much-talked-about legislation that has been filibustered for a month.

Defending its constitutio

Before the discussion started house naval committeemen heard Adm. William D. Leahy, chief of naval operations, testify the United States never had a 5-3 ratio of fighting ships with Japan because of the necessity of keeping part of the

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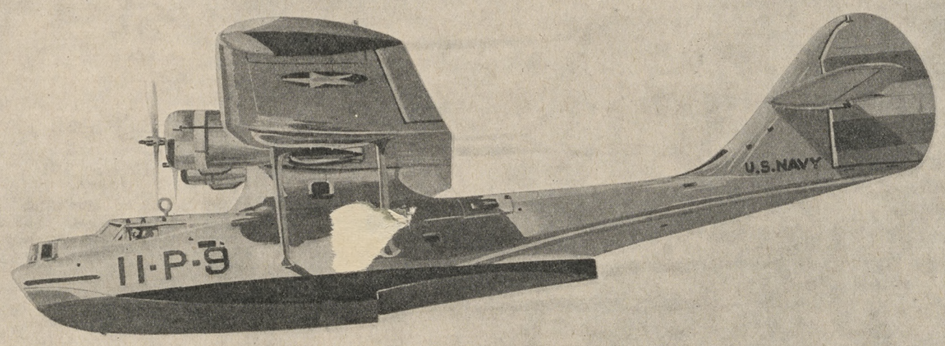
THE AEROPLANE
FEBRUARY 2, 193



EUROPEAN REPRESENTATIVE

N.V. NEDERLANDSCHE VLIEGTUIGENFABRIEK FOKKER

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Flight, February 3, 1938 *Supplement ii*

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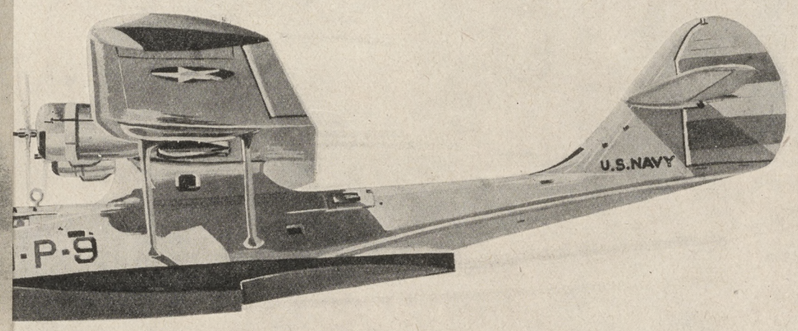

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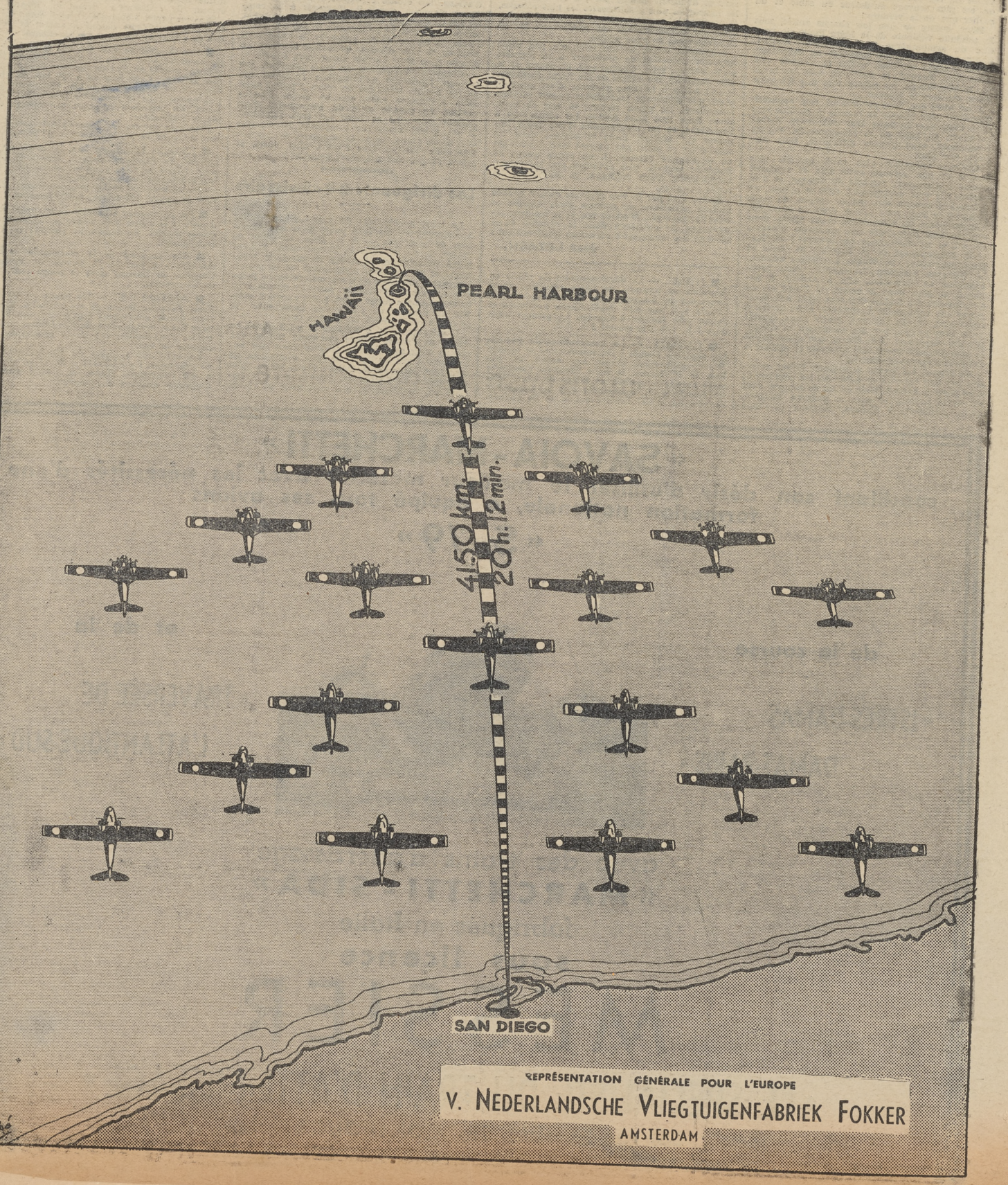
LE 18 JANVIER DERNIER, 18 HYDRAVIONS CONSOLIDATED P. B. Y. ONT FRANCHI SANS ESCALE LA DISTANCE DE 4.150 KM., ENTRE SAN DIEGO (CALIF.) ET HONOLULU, EN 20 HEURES 12 MINUTES. EQUIPAGES : 127 HOMMES



REPRÉSENTATION GÉNÉRALE POUR L'EUROPE
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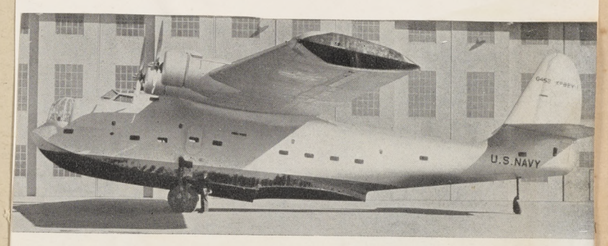
AVIATION Magazine

February, 1938.



Consolidated XPB2Y-1

Consolidated Aircraft Corp., San Diego, Calif.

Douglas Bomber

Douglas Aircraft Company, Santa Monica, Calif.

Aviation Mag. Feb. 38

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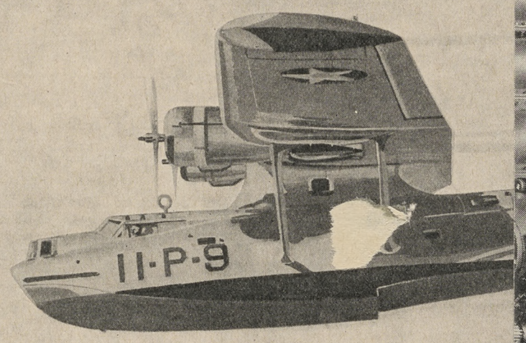

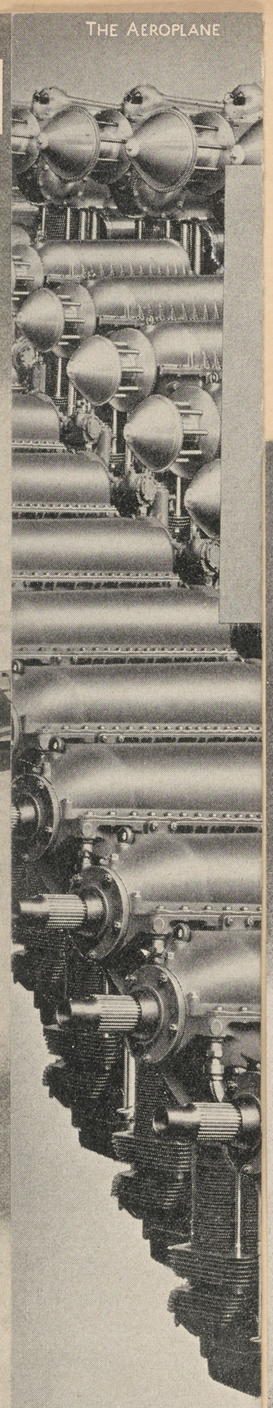

Gipsy Major II 140
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EUROPEAN REPRES
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Flight, February 3, 1938 *Supplement ii*

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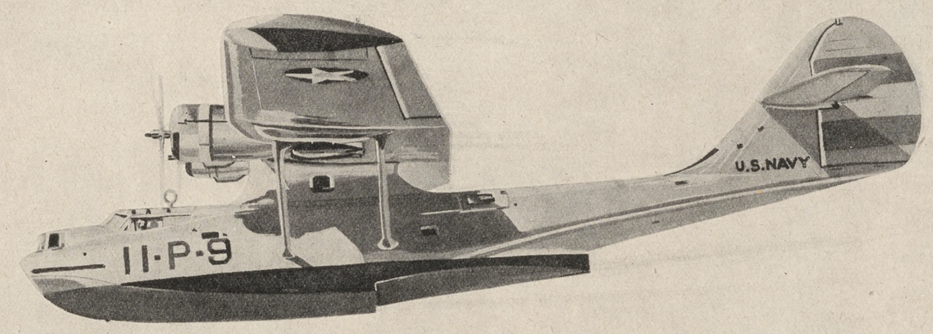

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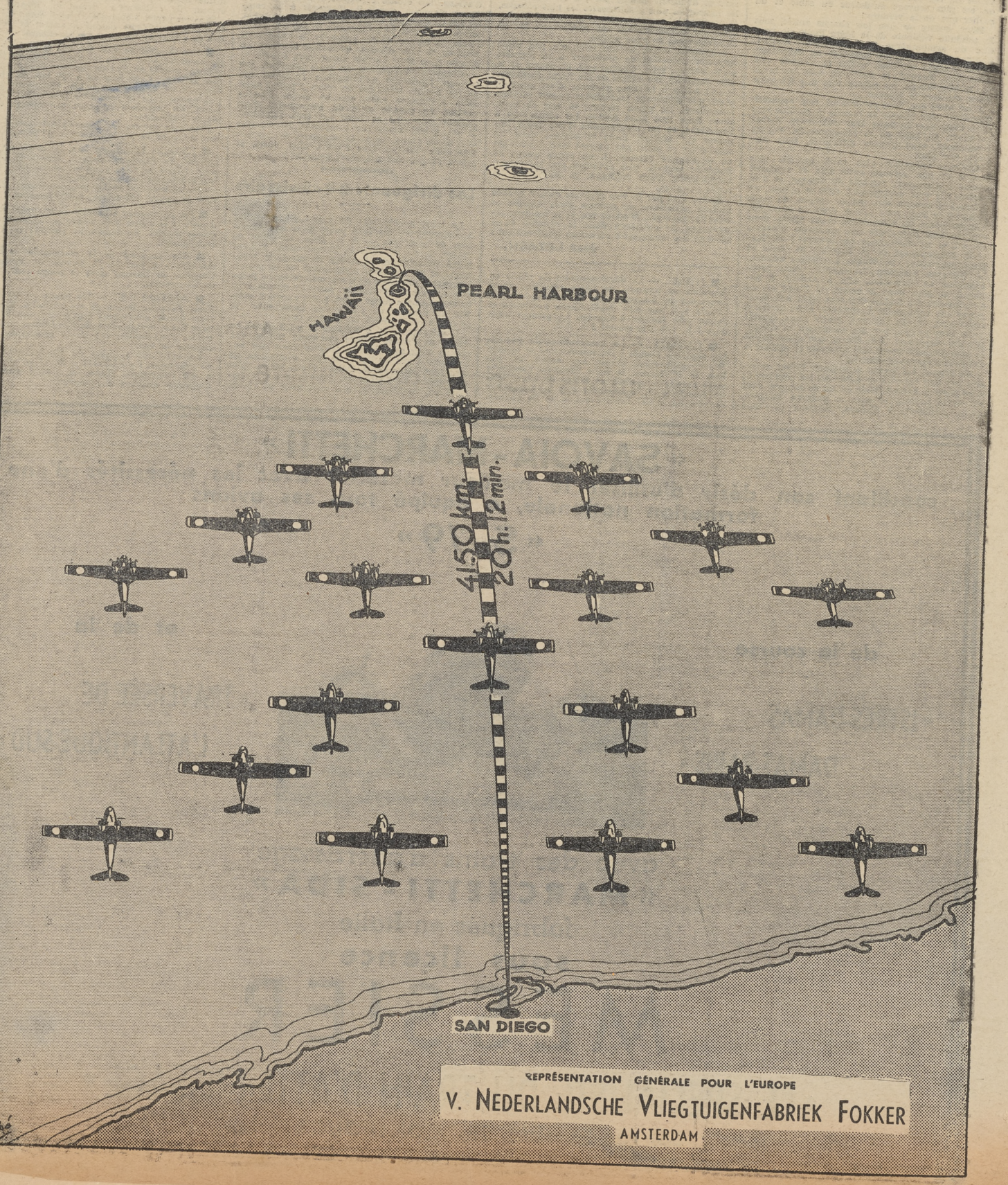

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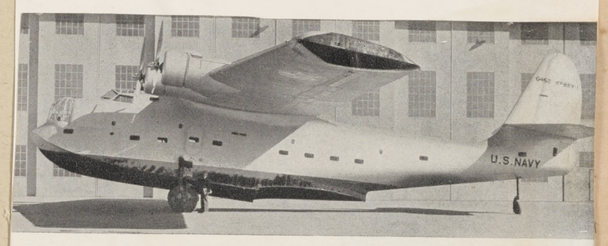

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Douglas Bomber

Douglas Aircraft Company, Santa Monica, Calif.

Aviation Mag. Feb. 38

No. 24 — DERDE JAARGANG — VRIJDAG 28 JANUARI 1938

C. van STEENDEREN Jr.
Titiaanstraat 48
AMSTERDAM-Zuid.

PAGE 3 + 4

de Vliegsport

8 CENT

HET POPULAIR GEÏLLUSTREERD WEEKBLAD OP LUCHTVAARTGEBIED
WAARIN OPGENOMEN DE OFFICIEELE MEDEDEELINGEN VAN DE **CENTRALE JEUGD COMMISSIE VAN DE KON. NED. VER. VOOR LUCHTVAART,** ALSMEDE VAN DEN **BOND VAN NEDERLANDSCHE ZWEEFVLIEGCLUBS** (B.N.Z.C.)
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UITGEVERS-MAATSCHAPPIJ „C. MISSET" N.V. DOETINCHEM.

FEB 16 1938

Consolidated PB 2 Y.

New Navy Planes To Fly Thursday

Feb 18

The big new patrol planes of Squadron VP-6, which recently flew to Pearl Harbor from San Diego, are scheduled to take off from the fleet air base between 7:30 and 8:30 Thursday morning on a training flight in this area.

That operation may afford Honolulu residents with their first opportunity of seeing the squadson in daylight flight, depending on whether or not the planes fly over the city.

CONSAIR REPORTS JUMP IN PROFITS

SD Sun — 2/17/38

A net profit of $462,959 for 1937, as compared with $192,411 for 1936, was reported by Consolidated Aircraft Corp., it was learned today. The profit amounts to 68 cents per share on common stock.

Pay envelopes of the 2943 persons employed by the San Diego concern last year contained a total of $5,193,754. A backlog of $14,000,000 in unfilled orders on 66 PBY-3 and 33 PBY-4 Navy patrol bombers guarantees the plant activity for the remainder of 1938, officials reported.

Page 4

SD Sun 2/25/38

ARCHBOLD SETS TAKEOFF TODAY ON MIAMI HOP

Final Tests of Giant Non-Stop Airboats Are Completed

With final tests on his $250,000 "flying laboratory" completed, Richard Archbold, sicentist, explorer and aviator of the American Museum of Natural History was to take off from San Diego for Miami this afternoon—the third time he will have flown a Consolidated airboat across the United States, non-stop.

Watches Weather

Archbold said that only a change for the worse in weather conditions along the line of flight will cause him to postpone the hop. He plans to remain in Miami until after March 8, he declared today.

In his crew today will be Russ Rogers, co-pilot; Raymond Booth, radioman, Jerry Brown and William Sanderson, mechanics; and Lieut. Comdr. C. S. Williams, U. S. N., ret., of Los Angeles, navigator, who will be making his first trip in the "Guba," Archbold's plane.

Date Set

Archbold announced today that May 2 has been set as the tentative takeoff date for his flight from San Diego to Dutch New Guinea via Honolulu, Midway, Wake and Guam.

Permission to enter wilderness never before penetrated by scientific expeditions in search of zoological specimens has been granted the Archbold party, he revealed. Dr. Austin Rand, Archbold's associate, after several months of negotiations with the Dutch colonial authorities in Batavia, secured the permit.

Base Camp

Two members of the Archbold expedition, William Richardson, Mammologist, and Harold Ramm, radio operator, left Wednesday from New York on the liner Manhattan to join Dr. Rand. They are due in Batavia April 2, and will proceed to Dutch New Guinea to establish a base camp.

Archbold, who within the last year has piloted a Consolidated airboat non-ston once to New York and once to Miami, said one stop probably would be made on the return to San Diego.

Airboat Poised For Miami Hop

SD Union 2/25/38

"It'll be just a training flight to test our celestial reckoning."

That was the way Richard Archbold, flying explorer for the American Museum of Natural History, last night described his planned flight from San Diego to Miami. Archbold's big flying boat, Guba II, was poised ready for the take-off at noon today, "unless flying conditions are adverse."

The overland trip will be made entirely by celestial navigation to simulate conditions under which the ship will be flown from here to Hawaii on the first leg of an exploration trip into New Guinea, in April.

Aboard the Guba II when it takes off today on the non-stop flight, which was made only once before by an airboat, Archbold's Guba, last December, will be Archbold, Russell Rogers, pilot; Lt. Comdr. C. S. Williams, U. S. N., ret., navigator; Ray E. Booth, radio operator; Gerald Brown, flight engineer; and William Sanderson, mechanic.

Archbold plans to fly direct to Miami then later to Nassau, returning here in about two weeks. He will keep in constant contact with Bernard Boyd, 4635 Fifty-sixth st., local radio experimenter.

SD Union 2/17/38

Consair Profits Up

Consolidated Aircraft Corp. of San Diego reports $462,959 net profit for 1937, The Associated Press states in a dispatch from San Francisco. This amounts to 68 cents a share on common stock, and compares with $192,411, or 29 cents a share, in 1936 on a smaller number of shares. Sales of virtually $12,000,000 and unfilled orders of nearly $14,000,000 at the year end provided 1938 with a promise of extended activity. The company employed 2943 persons and paid them $5,193,754.

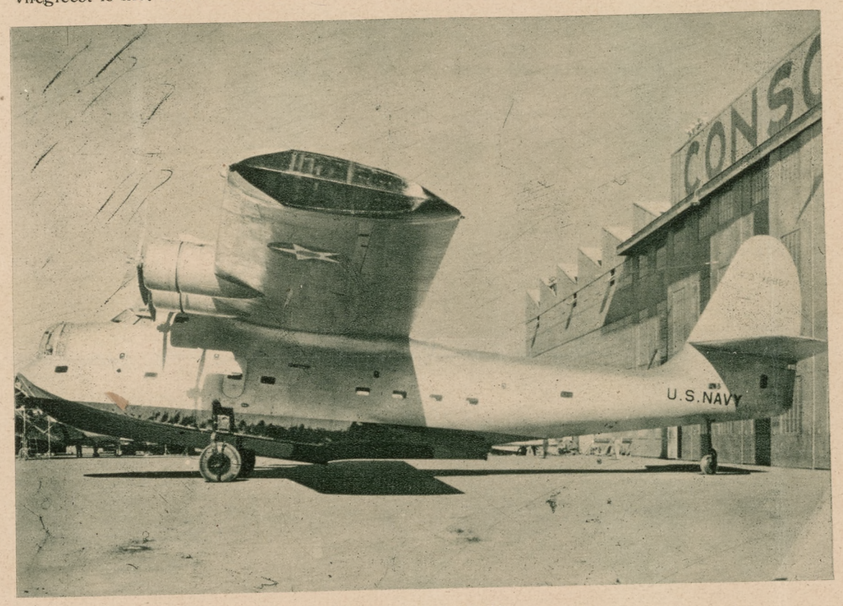
de Vliegsport

ABONNEMENTSPRIJS: Eén gulden 25 cent per half jaar franco per post voor geheel Nederland, bij vooruitbetaling te voldoen. Afzonderlijke nummers 8 cent. Abonnementsprijs voor België 30 frs. per half jaar. Losse nummers 1.50 fr. Telefoon Administratie No. 341 (3 lijnen) Giro No. 5945.

DIT BLAD VERSCHIJNT ELKEN VRIJDAG.
ADVERTENTIEPRIJS 40 cent per regel. — Bij contract speciale tarieven. Telefoon Redactie No. 341 (3 lijnen).

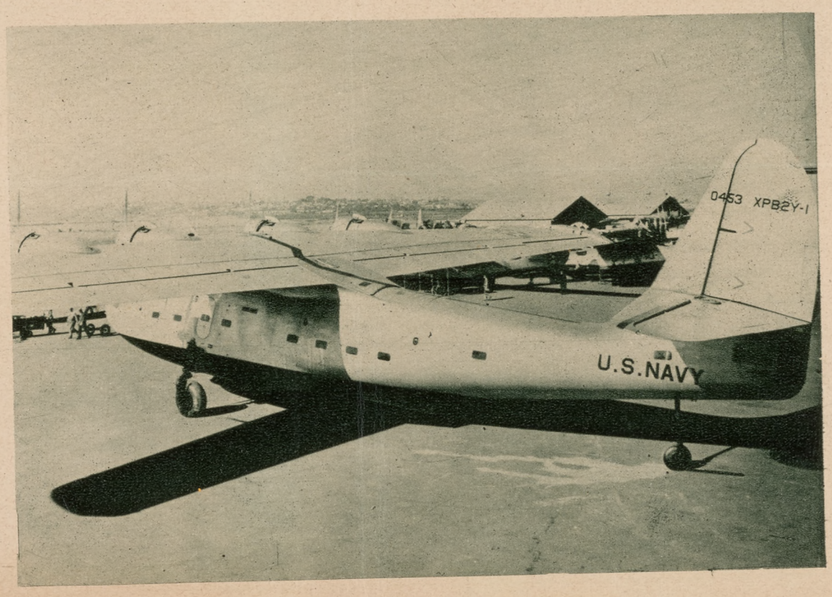
De Luchtvaartweek.

DE vliegfeesten te Hendon zullen worden afgeschaft, daar het Air Ministry van meening is, dat de moderne machines te snel zijn om voor dergelijke demonstraties nog te kunnen worden gebruikt. De werkelijke reden zal wel een andere zijn, doch met dat al, hèt vliegfeest is niet meer. Want Hendon was het klassieke jaarlijksche feest van het Britsche Vliegkorps en het is sedert 1920 zonder een enkele onderbreking gehouden. De nettoopbrengst kwam ten goede aan het Weduwen- en Weezenfonds van de R.A.F. Hendon heeft tot voorbeeld gediend van ontelbare jaarfeesten van andere militaire vliegkorpsen, doch hoewel men de perfecte organisatie en het perfecte vliegen der Engelschen soms heeft kunnen benaderen, overtroffen heeft men ze nimmer. Zeventien jaar lang heeft men kunnen genieten van een festijn, dat zoowel den leek als den vakman een genot was en ieder jaar was weer beter dan zijn voorganger. Duizenden en duizenden trokken er heen; niet alleen uit Londen en naaste omgeving kwamen zij, ook uit het overige deel van Engeland, uit Schotland, uit Ierland en zelfs het Europeesche continent leverde jaarlijks 'n groot aantal bezoekers. Dien dag herleefde Hendon, het oude Hendon, dat reeds voor den oorlog bestond en waar Graham White, Desoutter, Latham en zooveel andere pioniers hun triomfen vierden. Dien dag kon men het kunnen der Engelsche vliegers bewonderen. Een groep jachtvliegtuigen, onderling verbonden door linten, duikt en draait, loopt en vliegt op den rug, doch als zij landen, zijn alle linten nog intact. Een tweemotorig gevechtsvliegtuig wordt aangevallen door jagers, doch die groote machine draait en keert, dat die kleinere kisten geen kans krijgen. Enorme bommenwerpers denderen voorbij; op de vleugels staan parachutespringers met twee, drie parachutes ieder, die ze om de beurt losmaken om eindelijk en masse op het veld te dalen. Snelle verkenners pikken berichten op, wij zagen crazy flying en een leerling, die voor het eerst gaat stunten. En ten slotte het „set piece", een dorp, een schip, een station, gebouwd van oude vleugels en vliegtuigkisten, dat werd aangevallen door bommenwerpers en in vlammen opging. Dat alles is voorbij en is herinnering geworden. Geen vliegfeest op Hendon meer; niet alleen onze Engelsche vrienden, ook wij betreuren het.



Consolidated P B 2Y.

De eerste Douglas DC. 4 is nu eindelijk zoo ver, dat de proefvluchten over enkele weken kunnen beginnen, vele maanden later dan men oorspronkelijk had gedacht. Zijn deze proefvluchten beëindigd, dan gaat de machine nog eenige maanden dienst doen op de lijnen van United Air Lines om het type in de harde practijk goed aan den tand te voelen en eerst als álle kinderziekten zijn genezen, zal men tot den serie-bouw overgaan. Met een beetje geluk wordt dat de herfst van dit jaar. Waar echter de ontwikkelingskosten van dit type zijn betaald door de vijf groote Amerikaansche luchtverkeersmaatschappijen, moeten eerst de voor hen bestemde machines worden afgeleverd, voor Douglas er aan mag denken te gaan exporteeren. M.a.w., wederom met een beetje geluk, het wordt eind 1939, begin 1940 voor een begin zou kunnen worden gemaakt met het uitvoeren van een eventueele bestelling der K.L.M. op deze groote machines. Men zou nu zoo denken, dat deze Nederlandsche luchtverkeersmaatschappij ditmaal tijdig in serieuze onderhandelingen zou treden met de Nederlandsche vliegtuigindustrie. Inderdaad is er ook wel gepraat, doch tegelijkertijd zien wij, dat de K.L.M. groote belangstelling toont voor een buitenlandsch viermotorig verkeersvliegtuig. Van eenige opdracht aan onze eigen vliegtuigfabrieken om de kwestie grondig te bestudeeren en voor den dag te komen met serieuze voorstellen, welke ook serieus in overweging zouden worden genomen, is ons nog niets bekend. Het schijnt de K.L.M. zéér moeilijk te vallen, niet in het buitenland te koopen; in ieder geval, wij kunnen ons niet aan den indruk onttrekken, dat men éérst overal in het buitenland rondkijkt, alvorens de eigen industrie een bestelling te gunnen. Ter aanschaffing van nieuw materiaal is de K.L.M. een kas-voorschot van *f* 2.500.000.— toegestaan door het Rijk; het wil ons voor-



¾ achteraanzicht van de Consolidated.

No. 24 — DERDE JAARGANG — VRIJDAG 28 JANUARI 1938

C. van STEENDEREN Jr.
Titiaanstraat 48
AMSTERDAM-Zuid.

PAGE 3 + 4

de Vliegsport

8 CENT

HET POPULAIR GEÏLLUSTREERD WEEKBLAD OP LUCHTVAARTGEBIED
WAARIN OPGENOMEN DE OFFICIEELE MEDEDEELINGEN VAN DE **CENTRALE JEUGD COMMISSIE VAN DE KON. NED. VER. VOOR LUCHTVAART,** ALSMEDE VAN DEN **BOND VAN NEDERLANDSCHE ZWEEFVLIEGCLUBS** (B.N.Z.C.)
ABONNEMENTSPRIJS: f 1.25 PER HALF JAAR, FRANCO PER POST VOOR GEHEEL NEDERLAND.

UITGEVERS-MAATSCHAPPIJ „C. MISSET" N.V. DOETINCHEM.

FEB 16 1938

Consolidated PB 2 Y.

New Navy Planes To Fly Thursday

Feb 18

The big new patrol planes of Squadron VP-6, which recently flew to Pearl Harbor from San Diego, are scheduled to take off from the fleet air base between 7:30 and 8:30 Thursday morning on a training flight in this area.

That operation may afford Honolulu residents with their first opportunity of seeing the squadson in daylight flight, depending on whether or not the planes fly over the city.

CONSAIR REPORTS JUMP IN PROFITS

SD Sun — 2/17/38

A net profit of $462,959 for 1937, as compared with $192,411 for 1936, was reported by Consolidated Aircraft Corp., it was learned today. The profit amounts to 68 cents per share on common stock.

Pay envelopes of the 2943 persons employed by the San Diego concern last year contained a total of $5,193,754. A backlog of $14,000,000 in unfilled orders on 66 PBY-3 and 33 PBY-4 Navy patrol bombers guarantees the plant activity for the remainder of 1938, officials reported.

Page 4

SD Sun 2/25/38

ARCHBOLD SETS TAKEOFF TODAY ON MIAMI HOP

Final Tests of Giant Non-Stop Airboats Are Completed

With final tests on his $250,000 "flying laboratory" completed, Richard Archbold, sicentist, explorer and aviator of the American Museum of Natural History was to take off from San Diego for Miami this afternoon—the third time he will have flown a Consolidated airboat across the United States, non-stop.

Watches Weather

Archbold said that only a change for the worse in weather conditions along the line of flight will cause him to postpone the hop. He plans to remain in Miami until after March 8, he declared today.

In his crew today will be Russ Rogers, co-pilot; Raymond Booth, radioman, Jerry Brown and William Sanderson, mechanics; and Lieut. Comdr. C. S. Williams, U. S. N., ret., of Los Angeles, navigator, who will be making his first trip in the "Guba," Archbold's plane.

Date Set

Archbold announced today that May 2 has been set as the tentative takeoff date for his flight from San Diego to Dutch New Guinea via Honolulu, Midway, Wake and Guam.

Permission to enter wilderness never before penetrated by scientific expeditions in search of zoological specimens has been granted the Archbold party, he revealed. Dr. Austin Rand, Archbold's associate, after several months of negotiations with the Dutch colonial authorities in Batavia, secured the permit.

Base Camp

Two members of the Archbold expedition, William Richardson, Mammologist, and Harold Ramm, radio operator, left Wednesday from New York on the liner Manhattan to join Dr. Rand. They are due in Batavia April 2, and will proceed to Dutch New Guinea to establish a base camp.

Archbold, who within the last year has piloted a Consolidated airboat non-ston once to New York and once to Miami, said one stop probably would be made on the return to San Diego.

Airboat Poised For Miami Hop

SD Union 2/25/38

"It'll be just a training flight to test our celestial reckoning."

That was the way Richard Archbold, flying explorer for the American Museum of Natural History, last night described his planned flight from San Diego to Miami. Archbold's big flying boat, Guba II, was poised ready for the take-off at noon today, "unless flying conditions are adverse."

The overland trip will be made entirely by celestial navigation to simulate conditions under which the ship will be flown from here to Hawaii on the first leg of an exploration trip into New Guinea, in April.

Aboard the Guba II when it takes off today on the non-stop flight, which was made only once before by an airboat, Archbold's Guba, last December, will be Archbold, Russell Rogers, pilot; Lt. Comdr. C. S. Williams, U. S. N., ret., navigator; Ray E. Booth, radio operator; Gerald Brown, flight engineer; and William Sanderson, mechanic.

Archbold plans to fly direct to Miami then later to Nassau, returning here in about two weeks. He will keep in constant contact with Bernard Boyd, 4635 Fifty-sixth st., local radio experimenter.

SD Union 2/17/38

Consair Profits Up

Consolidated Aircraft Corp. of San Diego reports $462,959 net profit for 1937, The Associated Press states in a dispatch from San Francisco. This amounts to 68 cents a share on common stock, and compares with $192,411, or 29 cents a share, in 1936 on a smaller number of shares. Sales of virtually $12,000,000 and unfilled orders of nearly $14,000,000 at the year end provided 1938 with a promise of extended activity. The company employed 2943 persons and paid them $5,193,754.

de

ABONNEMENTSPRIJS :
geheel Nederland, bij
Abonnementsprijs voor
Telefoon Ad

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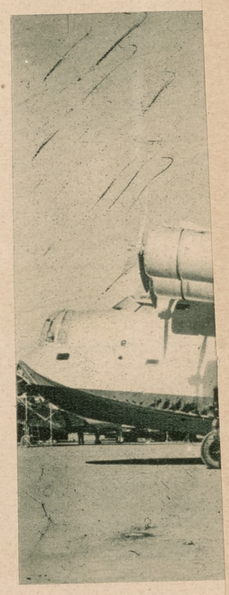

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die kleinere kisten geen
bommenwerpers denderen
gels staan parachutespri
parachutes ieder, die ze

komen, dat wij ditmaal het recht hebben te eischen, dat deze gelden zooveel mogelijk worden gebruikt ter betaling van bestellingen, geplaatst bij de binnenlandsche industrie.

De Vereenigde Staten gaan hun Marine belangrijk versterken, waarbij zij speciaal aandacht besteden aan den Stillen Oceaan. Zooals wij reeds eerder schreven, heeft men daar den voorpostendienst geheel in handen gegeven van den Marine Vliegdienst en zijn torpedojagers toegevoegd aan de gevechtsvloot. De machines, welke voor dit werk worden gebruikt, zijn Consolidated PBY vliegbooten, waarvan een beschrijving verscheen in „De Vliegsport" van den 17en September '37. Zoo goed echter als het leger naast de betrekkelijk lichte twee-motorige bommenwerpers een aantal zware vier-motorige machines van deze soort heeft gekocht, is de marine van oordeel, dat de voorpostengroep de beschikking behoort te hebben over zeer groote vier-motorige vliegbooten, welke nog meer dan de reeds in dienst zijnde twee-motorige machines, van hun basis onafhankelijk zijn en welke geruimen tijd als zelfstandige uniteiten kunnen opereeren. Voor dit doel bouwde Consolidated een nieuwe machine, de PB 2 Y, van welk type wij hierbij eenige foto's publiceeren.

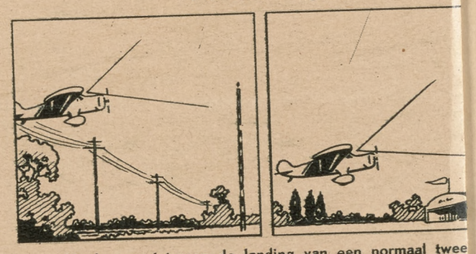
Deze „Flying Dreadnought" is uitgerust met vier luchtgekoelde motoren (Pratt & Whitney of Wright) van 1050 pk elk, welke de machine een snelheid geven van 320 km/h. De bootromp is behandeld met een speciale soort

ROND

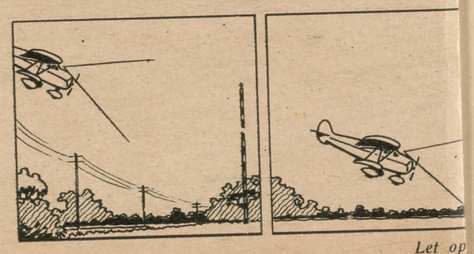
— Volgens berichten uit Bender Abbas, heeft men het toestel van den Franschen vlieger Moensch, die op den terugtocht was van Saigon, in zee bij het eiland Laft, op 70 km ten Zuidwesten van Bender Abbas, teruggevonden. De stuurstoel en de vleugel van het toestel heeft men opgehaald. De motor ontbrak. Van Moensch zelf vond men geen spoor.

— De uitvoer van Britsche vliegtuigen en vliegtuigmateriaal bedroeg in 1937 3.676.493 pond sterling, hetgeen 752.000 pond meer is dan in 1936. Het blijkt dat de Britsche vliegtuigindustrie, ondanks de geweldige behoefte van de eigen luchtmacht, toch nog in staat is voor een groot gedeelte tegemoet te komen aan de vraag van de overzeesche gewesten.
In de laatste maanden van het vorige jaar werd een aanzienlijk aantal militaire vliegtui-

Nu het vliegtuig met „neu



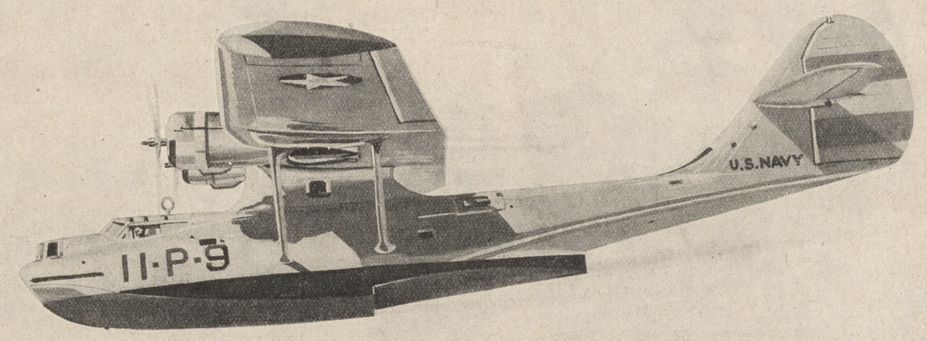
Hierboven ziet men de landing van een normaal twee



Let op

Flight, February 17, 1938 Supplement

CONSOLIDATED



EUROPEAN REPRESENTATIVE
N.V. NEDERLANDSCHE VLIEGTUIGENFABRIEK FOKKER
AMSTERDAM
h.a. somberg

Long Hop No Thrill To Squadron Chief

Lieut.-Comdr. Perry Became Distance Flight Expert by Accident Way Back in 1934

Long-distance mass flights are no novelty for Lieut.-Comdr. John Perry, who will lead a squadron of seven Navy patrol bombers on a delivery hop from San Diego to Seattle, March 5.

Lieut.-Comdr. Perry quite unexpectedly piloted one of the six P2-Y1 Consolidated planes in the first successful trans-Pacific flight of Navy history—in January, 1934, from San Francisco to Hawaii.

"At the time I was on the staff of Rear Adm. A. W. Johnson, Aircraft Base Force commander," he recalled today. "One of the pilots regularly assigned to the hop, which was commanded by Lieut.-Comdr. Knefler McGinnis, became ill and I was ordered to fill the vacancy."

Irritating Incident

The most irritating incident connected with this flight, according to Lieut.-Comdr. Perry, occurred after the squadron had returned from a test hop of 20 hours through a driving downpour.

Dog-tired and looking forward to an immediate rest, the pilots were told the press was impatiently waiting. When a cot would have been the most welcome sight possible, each flier had to stare into a battery of cameras.

The longest non-stop flight ever undertaken by the Navy is no more hazardous than ordinary every-day operations in the Alaska sector off Sitka, Lieut. Comdr. Perry believes.

"That's the toughest flying country in the world," he commented today.

And Patrol Squadron 17 is headed that way in March. After a short stop at Seattle, where they will leave one of the bombers—a spare—six of the Consolidated PBY airboats will be flown to Sitka to relieve Patrol Squadron 16.

Personnel Here

Squadron VP-17's flight personnel came to San Diego several months ago in a half dozen ancient PM-type planes—delivered to the Navy by Glenn Martin in 1930. They lost no time sending them to the junk pile before accepting delivery on the glistening new PBY's.

But the PM's, one of the oldest type planes of the Navy, still are battling the rain squalls, the high winds, and the thick fogs of Alaska—and they seem to be doing quite an efficient job of it, the record will show. No fatalities and very few mishaps of any kind have marred the year-round operations schedule.

Squadron 16 Home

When Lieut. Comdr. Perry and his VP-17 crew arrive at Sitka about March 10 with their six PBY craft, Patrol Squadron 16 will head south for San Diego.

Squadron VP-17 originally was scheduled to leave San Diego for Seattle and Sitka last Wednesday, but delay in installation of equipment on the aircraft tender Sandpiper at Mare Island, caused postponement of the hop to March 5. The Sandpiper will serve as floating base for the squadron in Alaskan waters.

Labor Factions Renew 'Warfare' At Consair

CIO Group To Demand Election To Determine Bargaining Unit

A battle between labor factions for recognition as collective bargaining agents appears imminent at the Consolidated Aircraft Corporation plant, it was learned today.

Opposing sides will be the United Automobile Workers of America, Aircraft Local 506, a C. I. O. affiliate, and the International Association of Machinists, Aircraft Local 1125, an A. F. L. union.

A. F. L. Won Election

At a National Labor Relations Board election last year, the A. F. of L. organization won an overwhelming victory over a labor unit known as the Consolidators, and thereby became the recognized collective bargaining agency for the factory employes. A contract was signed by the management and the union representatives establishing wages and working conditions. This went into effect May 2, 1937.

CIO Group Withdraws

Since that date, the A. F. of L. Aircraft Local has been split by the withdrawal from its ranks of the nucleus of the present C. I. O. union, whose international representative, John Orr, announced today that a petition probably will be filed this week asking the National Labor Relations Board to certify an election determining which union shall conduct negotiations with the management on a new contract.

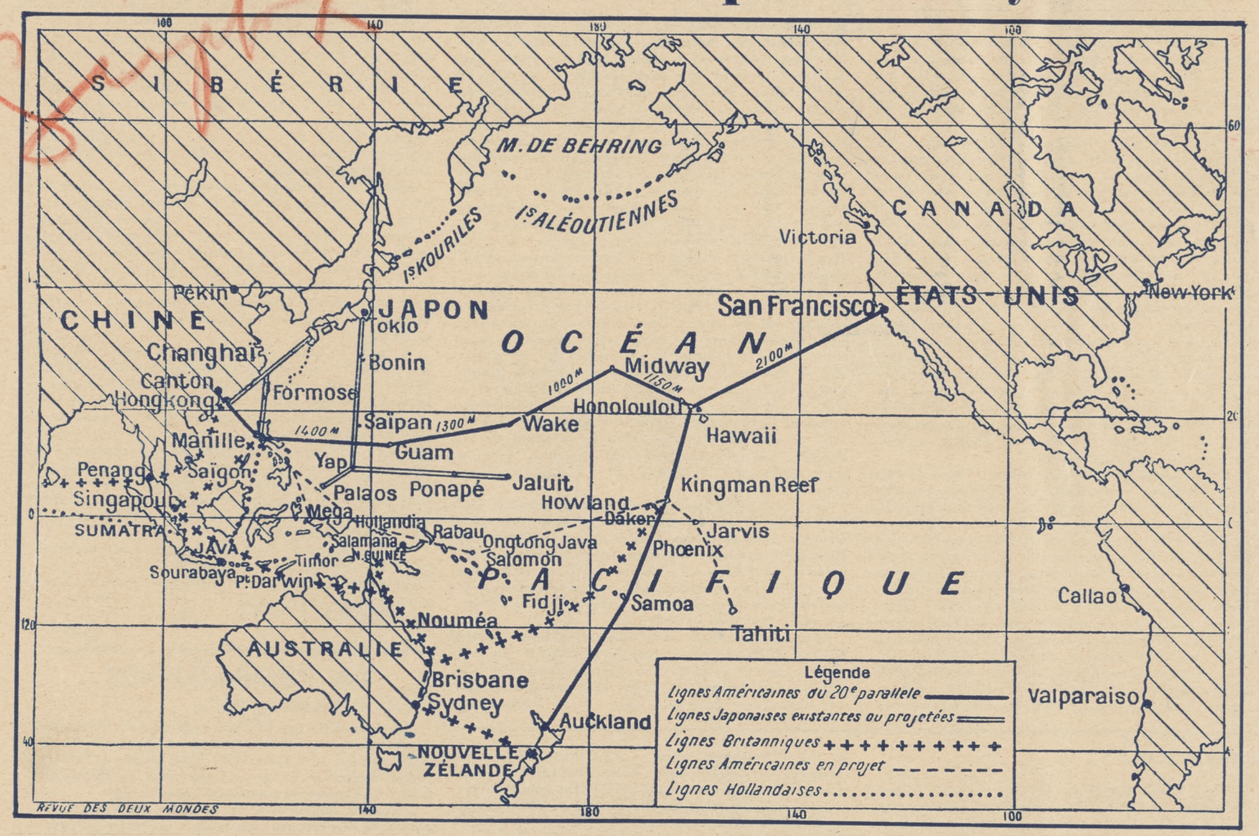
A similar petition was filed last August, but later withdrawn, Orr said. He intimated that the C. I. O. union today is more certain of the strength it will be able to muster in a labor board poll of the Consolidated employes.

Compiling Data

Meanwhile, the A. F. L. union is compiling data for use in negotiations it plans to have with the management this spring, according to C. L. Bentley, local international representative of the International Association of Machinists.

Bentley declared he did not have immediately available the number of members in the A. F. L. aircraft local. Orr today claimed a roster of approximately 560 in the C. I. O. organiaztion.

L'ACTUALITE - Le Pacifique et les hydravions



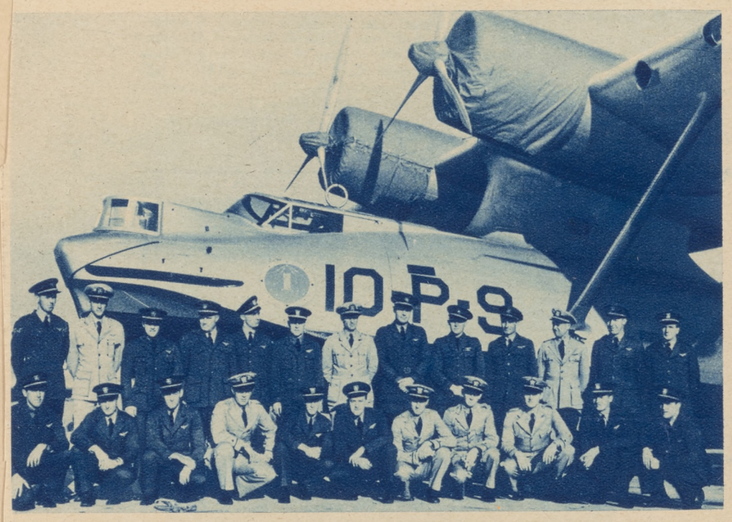
Carte des lignes aériennes du Pacifique.

Nous avons, dans notre précédent numéro, rendu compte du nouvel exploit de l'aviation navale des Etats-Unis traversant le Pacifique, de San Diego à Pearl Harbour, aux îles Hawaï, dans le temps record de 20 h. 12 m.

Nous publions, ici, les premières photographies reçues d'Amérique à ce sujet. On y voit, devant un de leurs appareils Consolidated P. B. 3, les officiers de l'escadrille V. P. 10 qui prit part à ce voyage en formation.

Au milieu, le lieutenant Comdr S.-H. Warner, commandant l'escadrille.

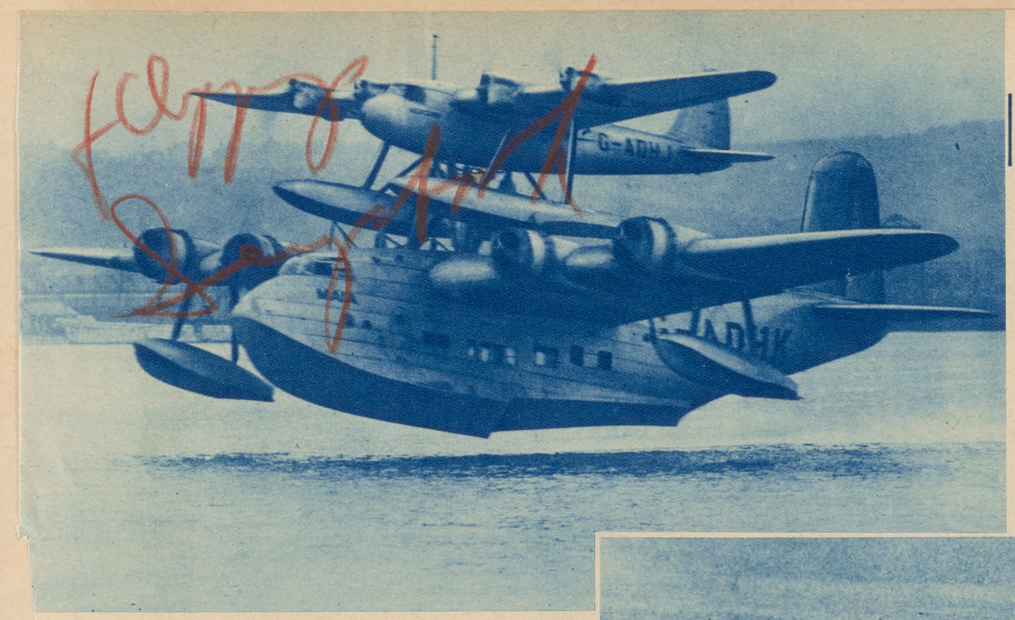
Une partie des appareils de la formation photographiés pendant les préparatifs du départ à San Diego. On notera sur l'appareil qui se trouve à l'avant-plan, à droite, le détail de l'extrémité du plan dans le prolongement duquel viennent se relever en vol les flotteurs latéraux. Il y a lieu de noter, à l'appui de l'article qu'on lira, d'autre part, dans ce numéro et qu'illustre la carte ci-dessus, que ce dernier raid, accompli en formation, porte au total de plus de 210 les appareils réunis autour des îles Hawaï et que, grâce au rayon d'action des patrouilleurs bombardiers Consolidated P. B. 3, ces hydravions entreprennent de fréquentes missions, en formation, jusqu'à divers points d'escale de la ligne commerciale, dont l'aménagement a constitué autant de bases.



LE MATCH C. S. HELIO S. A. R. - C. S. GENDARMERIE

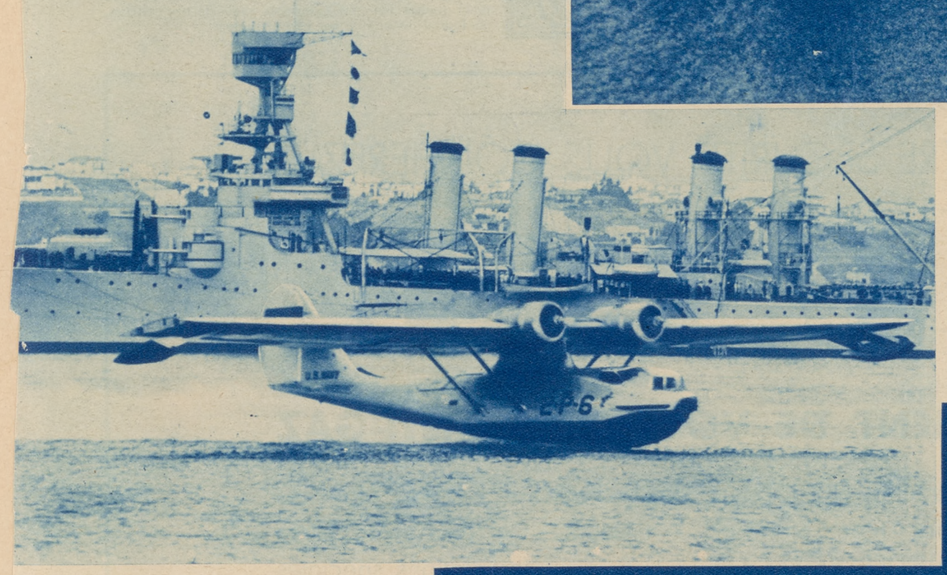
Vu l'intérêt que nous portons à l'activité sportive du dévoué personnel technique qui assure, avec une si grande maîtrise, la parution de notre revue, nous publions ici, à titre exceptionnel, une série de photographies sortant du cadre normal de notre publication. Elles sont relatives au match de football qui vient d'opposer le C. S. Hélio S. A. R. au C. S. Gendarmerie. 1) La tribune officielle. On reconnaît de gauche à droite : MM. Dambremé, Malherbe, secrétaire communal, Partous, ff. Bourgmestre, le Lt Gl Kettelle, Mme Boute, M. O. Boute, Adm.-Dél. de la S. A. R., MM. Bourgeois, Rey et Van Hyfte, du Comité de l'Œuvre de la Crèche et Goutte de Lait d'Anderlecht. — 2) Le Président de l'Hélio S. A. R. souhaite la bienvenue au Lt Gl Kettelle. — 3) Le choix du terrain, par les 2 capitaines et l'arbitre M. Schoeder. — 4) L'équipe du C. S. Hélio S. A. R. — 5) Présentation des équipes aux personnalités officielles.

l'Actualité

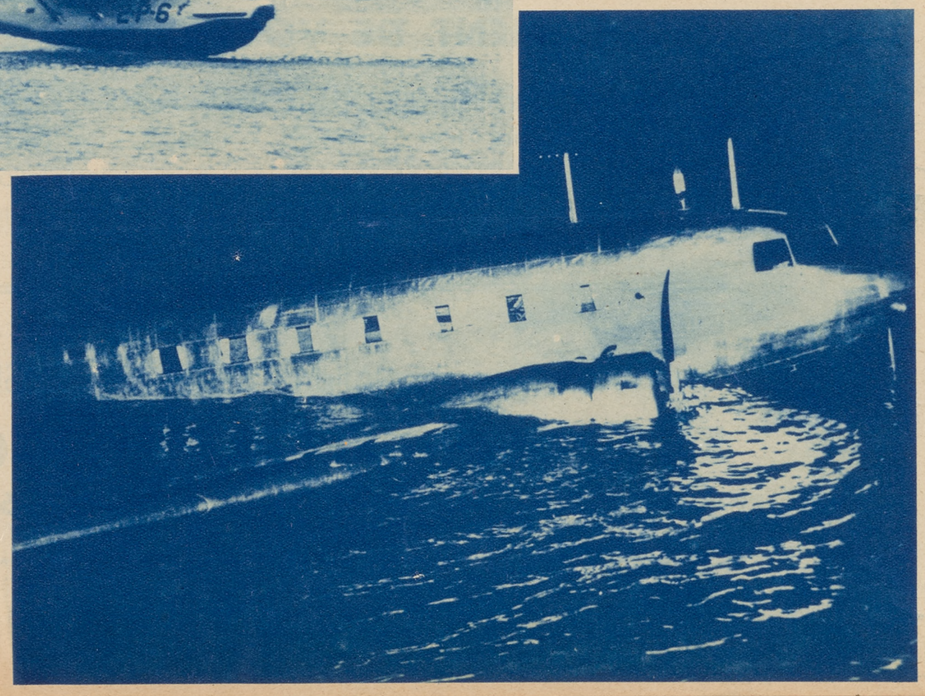


Ci-dessous, l'appareil au moment de son amerissage.

Le « Composite Short Mayo » a volé. Pour la première fois, le 21 janvier, les deux appareils assemblés, avec leurs 8 moteurs en marche, développant ensemble 5.120 CV au décollage, ont quitté, à Rochester, la surface de l'eau. On voit ici le Composite photographié au moment de l'envol, qui s'est fait sur 500 m., l'appareil n'étant pas chargé. Le premier essai a duré un quart d'heure.



Un nouvel exploit est à porter au crédit de l'aviation navale des Etats-Unis et du bimoteur Consolidated P. B. 3. 18 hydravions de ce type ont, en effet, franchi, sans escale, les 4.130 km. séparant Perl Harbour, aux îles Hawaï de San Diego (Californie). Ce vol a été fait en 20 h. 12 m., ce qui donne une moyenne de 200 km.-h.
Deux fois déjà, au cours de l'année 1937, deux formations de chacune douze appareils avaient accompli le même voyage respectivement en 21 h. 43 m. et en 21 h. 25 m.
On voit ici un de ces appareils photographié au décollage en rade de San Diego lors d'un voyage précédent.



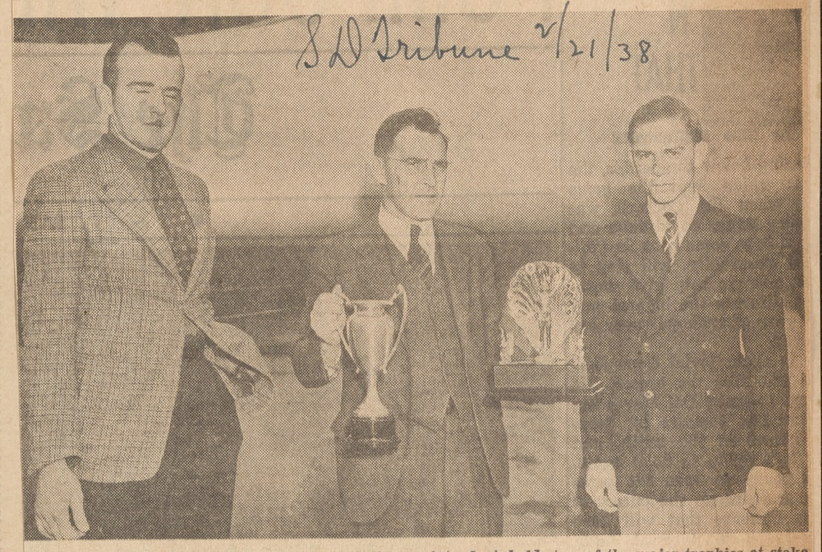
Contrairement à nos principes nous publions ici une photographie d'accident, c'est qu'elle est, cette fois, démonstrative de la sécurité assurée par certaines constructions.
On voit ici, en effet, un bimoteur américain forcé par une panne de ses moteurs de se poser dans la baie de San Fransisco, après que le pilote eut largué toute la provision d'essence. L'appareil flotta et ses 5 occupants purent être sauvés par un bateau appelé par un S. O. S. du radio de bord.

38

S D Tribune 2/21/38

AMONG PRIZES CONSAIR GOLFERS WILL PLAY FOR IN TOURNAMENT

S D Tribune 2/21/38



Jim Kelly (center), Consolidated Aircraft plant superintendent, holds two of the major trophies at stake in the plant golf tournament under way on the Municipal course. Ted Laven (left) is tournament chairman and Tommy Johnson (right) is in charge of prizes.

CHIPS AND BIRDIES By MONROE McCONNELL

Low gross honors in the qualifying round of the Consolidated Aircraft corporation's championship tournament yesterday at Balboa Park were shared by R. Ramet, T. M. Hemphill and Tom Johnson, each of whom shot an 81. Dave Fleet and R. George tied for first in the blind bogey, while low net honors in the bogey went to R. Ramet and K. B. Barnes. High gross fell to the lot of G. Briant, with 144,, and he also salvaged high net from the wreckage.

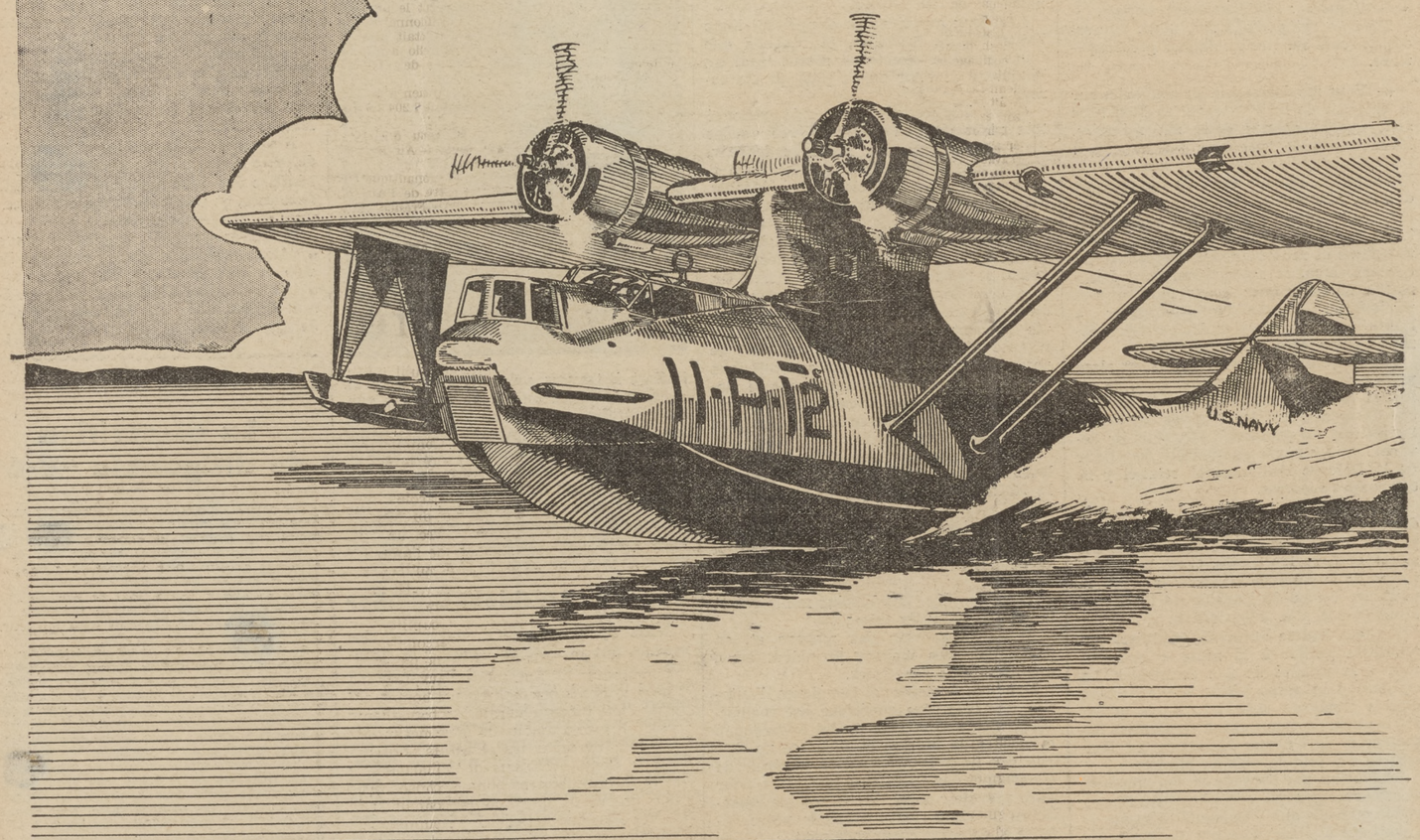
First round matches will be played next Saturday. Qualifying round results:

81—R. Ramet, T. M. Hemphill, T. Johnson.
82—K. B. Barnes.
87—R. A. Miller.
89—P. Bourque, P. McMichael.
90—F. Meer.
91—T. Rhodes.
92—C. LeClare, Kennedy, Seymour, M. Doerr.
94—Berry, A. J. Molleur, H. Pinnick.
95—J. Bartha.
96—W. W. Williams, J. Zamiska, B. W. Sheehan, J. Sloboda.
97—H. A. Sutton.
98—Woodruff.
99—J. Clarke, J. Le Clare.
100—F. T. Williamson, Kester.
101—R. C. Sebold, Smith.
102—B. Burkhardt, Dall, Zweng.
103—T. Laven, W. A. Rhs, H. G. Moe, Tiedman, T. Sylvester, J. Doig, T. J. Coughlin.
104—D. Biggs, H. H. Abbott, D. G. Fleet, F. Vining, E. C. Williams, H. Wylie, L. E. May, L. G. Ireland.
105—R. L. Paine, J. L. Williamson, E. H. Watts, H. M. Turner, T. Anderson.
106—F. W. Devlin, C. O. Ekrem.
107—J. L. Kelley, Gimber, J. Santone, W. Wiley, A. C. Woerner, J. Chappell.
108—G. Wire.
109—Parker, C. R. Taylor.
110—P. H. Salmon.
111—A. Booth, C. L. Gardner.
112—Leigh, F. Grossher, C. L. Freel.
113—T. Tompkins, A. Abels, W. Cameron, Montague, W. R. George.
115—G. Gandee.
116—W. E. Eldred.
117—E. Generas.
118—W. L. Luppke, J. Kany.
120—Friel, D. McDougal, Sieck, W. A. Schurr, H. H. Mickley, R. R. Hoover.
123—P. A. Carlson, J. N. Noel, Parsons.
127—H. Goss, Maloney.
128—Golem.
129—D. D. Waller.
134—A. D. Kugman.
144—G. Bryant.

* * *

CONSOLIDATED
PBY

" LA SENTINELLE DU PACIFIQUE "



Jobé

REPRÉSENTATION GÉNÉRALE
POUR L'EUROPE

N. V. NEDERLANDSCHE VLIEGTUIGENFABRIEK
FOKKER

AMSTERDAM

WILL U.S. PROTECT ITS ATLANTIC TRADE ROUTES?

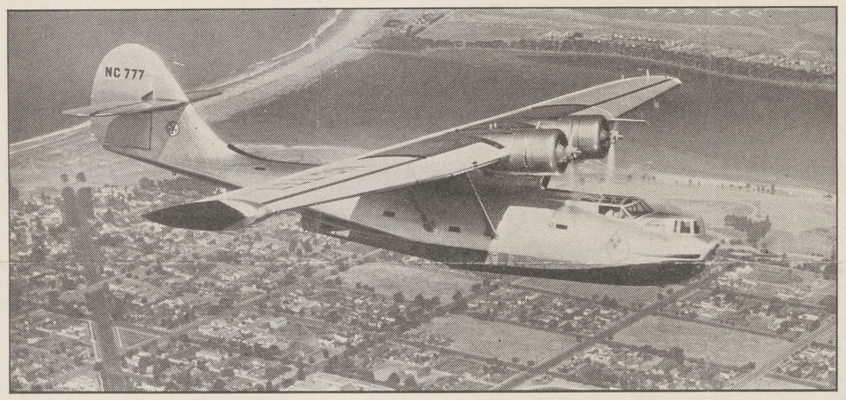
Two American Companies Ready to Assist

—*Await Action of Congress*

AMERICAN EXPORT AIRLINES

American Export Lines (Export Steamship Corporation) with its international organization, its diplomatic relationships, its modern radio communication system, its eighteen passenger and freight steamships equipped to observe and report weather conditions, has organized American Export Airlines, Inc., to safeguard not only the existing American activity on an important Atlantic trade route, but to contribute its share in the battle to bring back American supremacy in trans-Atlantic commerce.

American Export Airlines is a wholly-owned subsidiary of American Export



This Consolidated long range patrol boat has been selected for Export's experimental flights.

Lines, Inc., and is officered by the same officials as the steamship line. These are W. H. Coverdale, President; John E. Slater, Vice-President and General Manager; John Gehan, Vice-President and European Director; with the addition of James M. Eaton, Vice-President. Thomas Hitchcock, Jr., is a Director of the Airline subsidiary and Edward P. Warner was retained as consultant.

Aviation experts and transportation engineers have been engaged both here and abroad for the past two years in an international survey covering the problems of non-stop overseas flying, suitable aircraft, weather, communications and terminal facilities in foreign countries, including Portugal, France, Germany, Italy and other countries bordering on the Mediterranean and Black Seas.

American Export Lines made application months ago to the U. S. Government to conduct experimental flights "looking towards permanent scheduled operations" to these countries. The company's application was approved by the U. S. Department of Commerce and transmitted by the State Department to the countries involved. France, Germany, Italy, Greece, and Egypt were quick to respond with permits intended to hasten experimental flights to these nations.

The above multi-motored flying boat, similar to those establishing non-stop records to Honolulu and Panama for the navy, and capable of flying the ocean non-stop with necessary crew, has been selected for these experimental flights which can be started early this summer.

Trained Personnel

Investigations have disclosed that more than sufficient personnel trained in aviation is available for the experimental flights and permanent scheduled operation.

Radio Communications and Weather

An important contribution to Atlantic weather forecasts is being made by American Export Lines, which recently inaugurated twice daily detailed radio weather reports from its ships at sea. Under the supervision of Dr. James H. Kimball, chief of the Weather Bureau in New York, the captains and officers of Export's eighteen passenger and merchant ships are being instructed in making special weather observations which will result in tremendous improvement in the preparation of existing ocean weather maps. These reports are being transmitted in the standard radio weather code and will be invaluable to Export's operation across the Southern Route. Later, the number of daily reports will be increased to four.

Equipment

American Export Airlines' plans call for equipment and personnel sufficient to meet approximately one half of the foreign flag competition as reported by W. H. Coverdale, head of the industrial engineering firm of Coverdale & Colpitts and president of American Export Lines, whose exhaustive studies have produced an insight into the potential traffic volume across the Atlantic for the next ten years.

Export's plan anticipates starting with two round trip flights per week with flying boats capable of sleeping 20 to 24 passengers non-stop across the Atlantic, using Portugal or France as its European terminal. The operating program further provides that these 24-passenger flying boats be replaced at the end of three years with 60-passenger non-stop sleepers; and at the end of the sixth year these 60-passenger planes will be replaced with 100-passenger sleepers.

Aircraft Manufacturers Ready

American aircraft manufacturers are ready to start immediately to build the 24-passenger flying boats and to guarantee their range, cruising speeds and payloads for both eastbound and westbound crossings (see back page). These same manufacturers have engineered and designed 60-passenger boats for later delivery; and at the individual request of both companies interested in trans-Atlantic operation, are working on the 100-passenger carrying flying boat.

American aircraft engine manufacturers have kept abreast of developments and are working on larger engines to power the even larger flying boats that are to come.

Leaders in American aviation, manufacturers interested in the development of American Commerce, travel agents, and business interests generally throughout the country have expressed the belief that America has too much at stake in its trans-Atlantic trade routes both on and over the ocean to let the opportunity to regain the supremacy which aviation offers, slip from the palm of its hand. Many of these groups which go to make up the backbone of our overseas trade, are unanimous in their belief that trans-Atlantic aviation needs several strong American flag companies in the field.

They believe that this can only be accomplished when and if the U. S. Government moves quickly to select these companies and sets up constructive permanent legislation, backed up with adequate appropriations, so that no time will be lost in getting a foothold in the trans-Atlantic battle for commercial supremacy.

PAN AMERICAN AIRWAYS

Pan American Airways, with its unusual backlog of overseas operations, during the summer of 1937 made three experimental round trip flights to England. Two of these were over the "Northern Route," with stops at Botwood, Newfoundland and Foynes, Ireland; and one over the "Southern Route," with stops at Bermuda and the Azores. They previously established a radio station at Reikiavik, Iceland, for the purpose of gathering weather reports from ships in the North Atlantic, consolidating these reports for transmittal to Pan American headquarters in the United States.

It is believed that during the coming summer Pan American Airways will take delivery from the Boeing Aircraft Company of the first of the 82,000 lb. flying boats. It is generally understood that some of these Boeing flying boats will be used in the Atlantic service and that Pan American will be able to make scheduled flights across the Atlantic with these ships.

Although not designed for non-stop flights over the distance between the United States and England, these boats will be able to carry in luxury a good sized passenger list with intermediate stops made at Newfoundland and Ireland.

Dr. J. H. Kimball, Chief U. S. Weather Bureau in New York, discussing Atlantic weather map with Captain S. N. Groves, Commodore American Export's Steamship Fleet.

Ten Bombers a Month

CONSOLIDATED AIRCRAFT CORPORATION, San Diego, with orders for approximately one hundred Navy flying boats on the books, reported as of Feb 1, that deliveries were averaging ten patrol planes per month, with current business sufficient to maintain the company on a full production schedule for one year. Total unfilled orders as of Feb. 1, stood at approximately $14,000,000 compared with total deliveries during 1937 of about $12,000,000.

AVIATION
March, 1938

CONSOLIDATED
PBY

"LA SENTINELLE DU PACIFIQUE"

Jobé

REPRÉSENTATION GÉNÉRALE
POUR L'EUROPE

N. V. NEDERLANDSCHE VLIEGTUIGENFABRIEK
FOKKER

AMSTERDAM

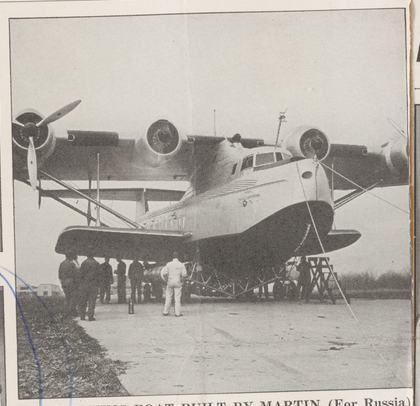
TRANS-ATLANTIC
AIR NEWS
Published by American Export Airlines Inc., in the interests of trans-Atlantic Aviation

Vol. 1 FEBRUARY, 1938 No. 1

U. S. AIRCRAFT AND ENGINE MANUFACTURERS PREPARED

See Story on Page 3

NAVY BOAT BUILT BY SIKORSKY



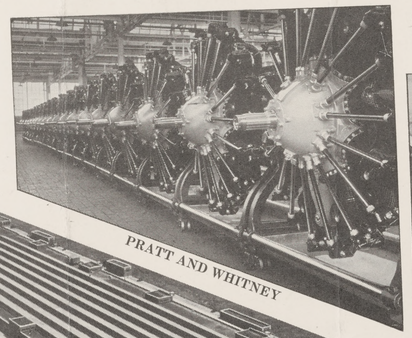
GIANT FLYING BOAT BUILT BY MARTIN (For Russia)

NAVY BOAT BUILT BY CONSOLIDATED

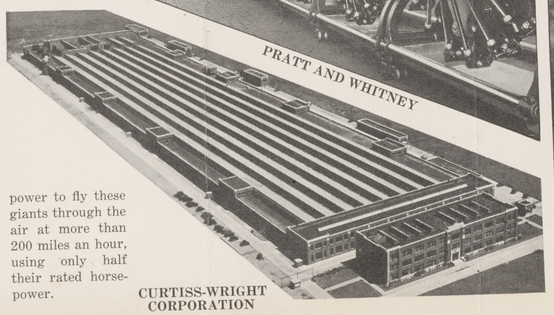
THIS AMAZING ARRAY of aircraft capable of flying non-stop for a distance of 4,500 miles, in still air, with 20 passengers and mail is an example of what American aircraft manufacturers have recently produced.

America has the engineers, designers and materials; America has the skill and experienced personnel; and America has the manufacturing facilities and well financed companies ready to design and build giant long range aircraft.

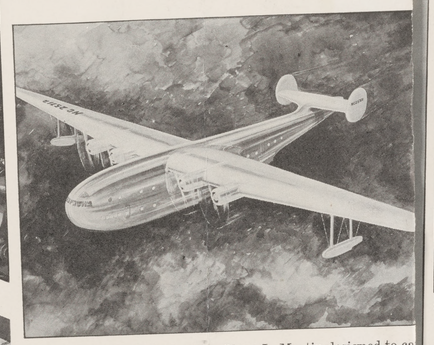
KEEPING pace with aircraft development; engine manufacturers have already produced airplane engines capable of supplying ample power to fly these giants through the air at more than 200 miles an hour, using only half their rated horsepower.



PRATT AND WHITNEY



CURTISS-WRIGHT CORPORATION



DRAWING of flying boat by Glenn L. Martin designed to ca 60 passengers 5,000 miles, engineered and ready to be bu Sikorsky, Consolidated, and Boeing aircraft manufacturers also ready to build similar capacity boats of their individ design. All four manufacturers are working on details of s capable of carrying 100 or more passengers.

Vol. 1

C. (Above Germa gined D. (Right Franc "Trans Flyin

Ten Bombers a Month

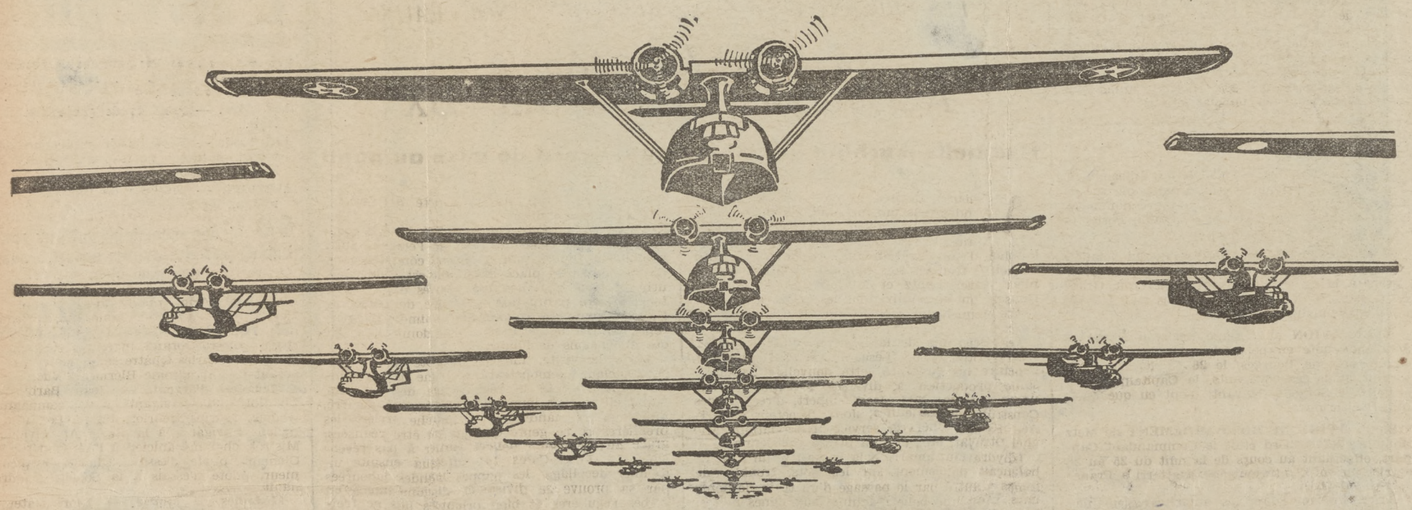
CONSOLIDATED AIRCRAFT CORPORATION, San Diego, with orders for approximately one hundred Navy flying boats on the books, reported as of Feb 1, that deliveries were averaging ten patrol planes per month, with current business sufficient to maintain the company on a full production schedule for one year. Total unfilled orders as of Feb. 1, stood at approximately $14,000,000 compared with total deliveries during 1937 of about $12,000,000.

AVIATION
March, 1938

CONSOLIDATED
PBY

"Cet appareil est, dans sa classe, l'un des plus réussis qui aient été construits."

("Flight")



Le nombre des hydravions Consolidated PBY, livrés ou en cours de livraison, s'élève, avec les rechanges, à

250 unités

C'est la plus importante commande d'hydravions à coque d'un seul et même type qui ait été passée à un constructeur; elle représente, en dollars, la plus forte somme qu'ait jamais consacrée le Gouvernement des États-Unis à l'achat d'un type déterminé.

REPRÉSENTATION GÉNÉRALE POUR L'EUROPE

N. V. NEDERLANDSCHE VLIEGTUIGENFABRIEK
FOKKER
AMSTERDAM

Maj. Fleet, Navy Chiefs To Confer in Washington

S. D. Union 3/11/38

Maj. R. H. Fleet, Consolidated Airicraft Corp. president, left last night for Washington to confer with navy department officials. Fleet also will talk with Edgar Gott, Consolidated vice president, who has been in the east the last four months.

Before leaving, Fleet voiced appreciation for assistance from Earl C. Popp, regional director of airports for the bureau of air commerce.

"Popp was responsible for expediting release of $180,000 in WPA funds for improving Lindbergh field," Fleet said. "He deserves much praise for his efforts."

Personnel Director

DONALD FRYE

Aircraft-Building To Be Discussed

S. D. Union 3/10/38

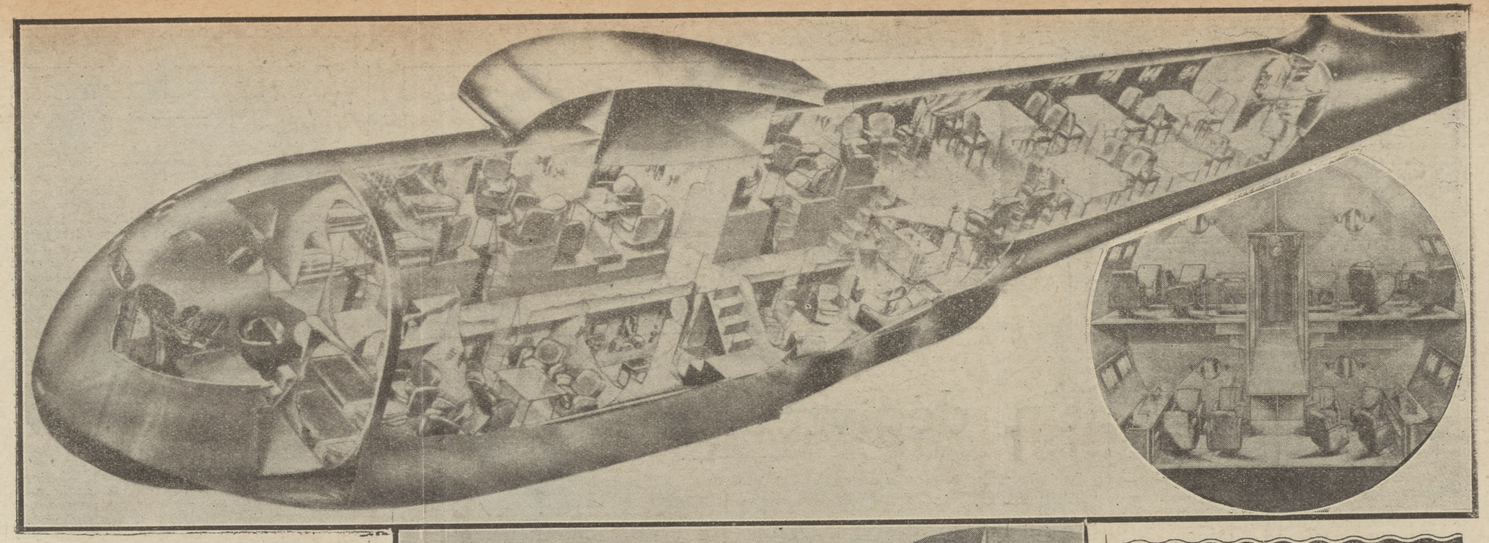
Educational qualifications necessary for persons who expect to make aircraft-building their career will be discussed by Donald Frye, personnel director at Consolidated Aircraft Corp., at the Hall of Education forum in Balboa park at 7:30 tomorrow night.

Entertainment will be furnished by Mary Adelle Trushinski, accordionist-singer; C. R. Brady and his Hill Billy band, and Noble Crawford and Norman Robertson, vocal and instrumental team.

N. Y. Times 3/6/38

Ends Flying Laboratory Trip

MIAMI, Fla., March 5 (AP).—Dr. Richard Archbold, scientist of the American Museum of Natural History of New York, completed today a round-trip flight to St. Thomas, Virgin Islands, to test his $250,000 flying laboratory. Dr. Archbold made the return flight of 1,300 miles in 7 hours 40 minutes, and said he was well satisfied with the ship. He flew it here last week from San Diego, Calif., and plans to make other flights before returning to California, whence he will start on an expedition to New Guinea.



des utilisateurs. Cette expérience pratique sera complète lorsqu'on connaitra les résultats d'emploi de la série des moteurs Clerget qui a été construite.

●

Puisque les questions de moteurs à huile intéressent maintenant directement le progrès de l'Aviation, beaucoup plus qu'il y a quelques années, parlons un peu des travaux du Naca qui, pour s'effectuer dans le silence n'en sont pas moins fort remarquables.

Le Naca avait consacré d'importants crédits de temps, d'argent et d'intelligence à l'étude du moteur à injection d'huile lourde et à allumage par compression. Selon ses principes qui éliminent systématiquement les idées préconçues, le Naca a travaillé tout à la fois les moteurs à quatre et à deux temps. Voici, d'après les renseignements confidentiels, les résultats qui ont été obtenus.

Moteur à quatre temps : avec une consommation de 175 gr. au CV.-heure, et une pression de suralimentation de 700 gr. environ, on a enregistré une ordonnée moyenne de 18 kg. au régime de 2.500 tours.

Moteur à deux temps : avec une consommation de 195 gr. au CV.-heure, soit 10 % de plus que pour le quatre temps, une pression de balayage de 700 gr. on a réalisé une ordonnée moyenne de 13 kg. au régime de 2.350 à 2.500 tours.

Ces travaux ne sont pas finis et les ingénieurs américains espèrent arriver prochainement à 15 kg. de pression moyenne effective ce qui donnera un rendement de 70 CV. au litre, aux régimes précités.

●

Notons tout de suite qu'aucun moteur à essence d'aviation n'a encore obtenu de tels rendements. Il n'est pas question ici des moteurs « record » d'automobile avec des pistons gros comme des verres à madère et des régimes de 8.000 à 10.000 tours.

Nous pensons que les Américains ont obtenu ces résultats avec des monocylindres permettant une transposition industrielle, c'est-à-dire, offrant un alésage et une course convenables. Connaissant leur souci des réalités pratiques, nous sommes convaincus que leurs moteurs « injection-compression » ont la simplicité des moteurs ordinaires, c'est-à-dire sans doubles pistons opposés, doubles vilebrequins et trains d'engrenages, comme le veut la formule Junkers, tout en réalisant le nécessaire balayage en équicourant.

Maurice VICTOR.

● *LA REVUE ANGLAISE* ENGINEERING *rapporte de curieux essais effectués sur des surfaces de portée recouvertes d'un enduit métallique au pistolet. (Il doit s'agir du dépôt d'un antifriction par les procédés Schoop.)*

Un axe en acier graissé à l'huile ordinaire grippe sous une charge de 63 à 70 kg. au cm2, et à 91 kg. si l'huile est graphitée ; avec recouvrement au pistolet d'un enduit métallique, l'axe a supporté 140 kg. sans gripper.

D'autre part, les vilebrequins d'automobile à portées métallisées ont révélé une usure réduite de 15 0/0. (Note Heb.)

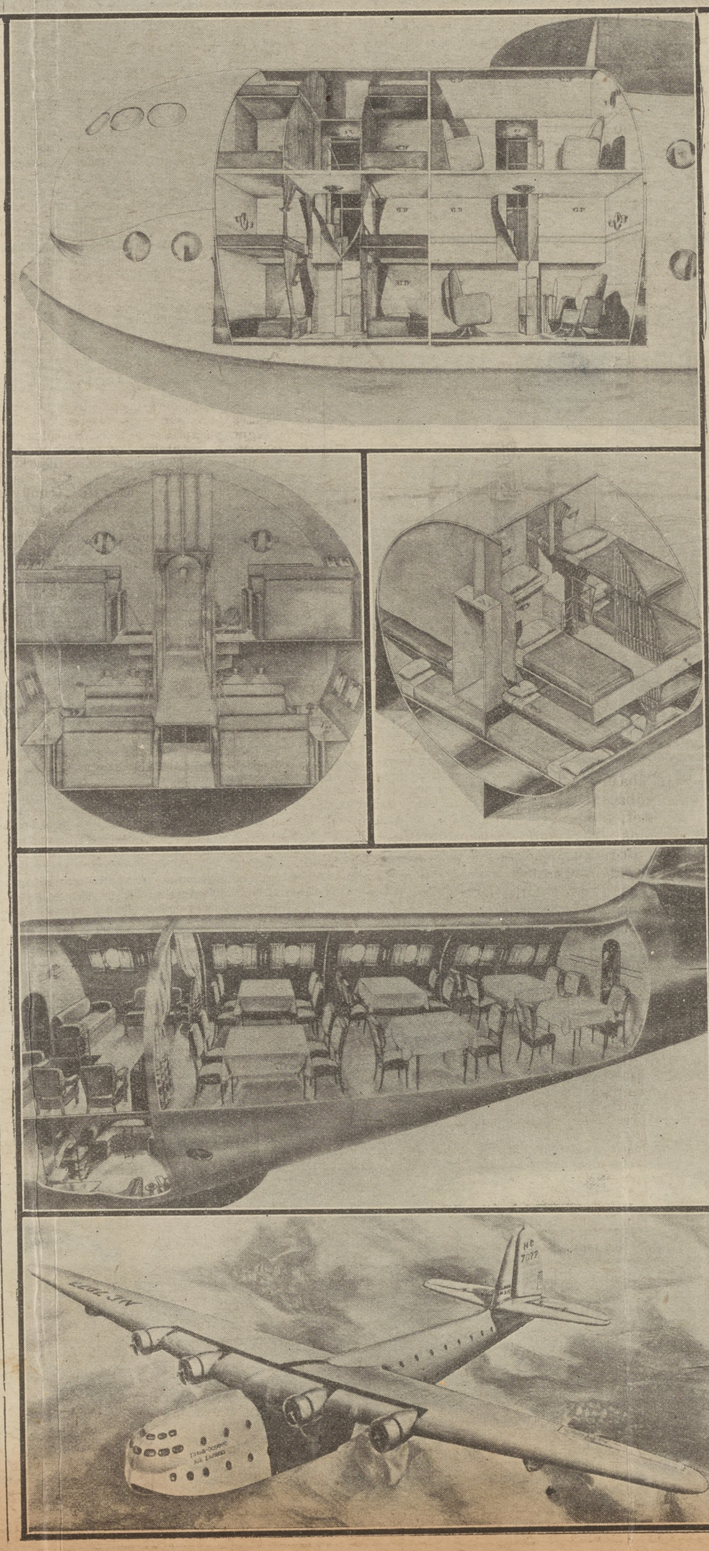
● *LA CHARGE ALAIRE OPTIMUM a été étudiée en fonction de la vitesse de croisière par un ingénieur britannique, M. H. F. Wessey qui est arrivé aux conclusions suivantes :*

— Pour les avions actuels, à hautes performances, la charge alaire devrait être poussée jusqu'à 300 kg. au mètre carré, et même davantage, s'il n'y avait pas lieu de tenir compte des conditions d'atterrissage et de décollage.

— Pour les avions normaux, ayant une autonomie moyenne et un assez faible poids au CV., la charge alaire est surtout limitée par le roulement à l'atterrissage.

— L'efficacité des dispositifs hypersustentateurs normaux permet d'envisager comme normales des charges de 145 kg. au mq. pour les avions, 170 kg. pour les hydravions et 195 kg. pour les avions possédant une troisième roue d'atterrissage à l'avant.

— Pour les appareils à très grand rayon d'action, les conditions d'atterrissage ne sont pas à envisager, étant donné la diminution de poids due au délestage du combustible. C'est seulement le décollage qui limite la charge alaire. Les moyens d'améliorer les conditions du départ sont : l'hélice à pas variable, le volet à faible traînée, les dispositifs de décollage auxiliaires tels que catapulte, avion de renfort, ravitaillement en vol, etc.



LES GEANTS DE L'AIR

LES 50 TONNES CONSOLIDATED "TRANS-OCEANIC"

C'est un quadrimoteur de 6.000 CV. qui offre 9.700 km. de rayon d'action avec une charge utile de 4.500 kg.

APRES le Boeing 314, après le Martin 156, après le Sikorsky « Flying Dreadnaught », voici que la « Consolidated Aircraft Corp », se lance dans la construction des hydravions transatlantiques. Il s'agit, en l'espèce, d'un grand monoplan qui pourra emmener de cinquante à cent passagers, selon l'étape qu'il aura à franchir.

A étudier les diverses coupes que nous présentons ci-contre, on imagine quel confort il offrira aux passagers, et aussi quelle concurrence de pareils hydravions en service régulier sur l'Atlantique vont faire aux paquebots.

Le Consolidated « Trans-Océanic » est d'un dessin tout à fait classique. C'est un monoplan à aile haute de 56 m. 20 d'envergure et 270 mq. de surface, ce qui donne 11,7 d'allongement. Par ce seul chiffre, on voit que les ingénieurs de Consolidated ont voulu résoudre le difficile problème qui leur était posé à l'aide d'une amélioration notable de la qualité aérodynamique.

Le « Trans-Océanic » possède quatre moteurs tractifs de 1.500 CV. plantés dans le bord d'attaque de la partie centrale de l'aile. Les flotteurs latéraux sont « rétractables » en vol et viennent se coller contre le ventre de l'aile. La coque, dont la hauteur maximum est de 4 m. 70, a une section moyenne circulaire avec des surfaces hydroplanantes rapportées en dessous. Le poste de pilotage est aménagé dans le nez d'où la vue est excellente.

L'aile contient les logements pour les dix hommes qui composent l'équipage. Il y a quatorze cabines pour deux ou quatre passagers chacune, réparties entre les deux ponts avec un couloir central les desservant. Le pont supérieur s'étend de la cabine de navigation, dans la proue, à la cuisine, dans la poupe. A côté de celle-ci, dans la partie rétrécie de la coque, c'est la salle à manger avec vingt places réparties entre six tables. En dessous, on trouve le bar qui termine les aménagements du pont inférieur.

Voici maintenant quelques caractéristiques de ce sensationnel appareil : Poids total, 50 tonnes; vitesse maximum à 3.000 mètres, 365 km.-h.; vitesse maximum au niveau de la mer, 330 km.-h.; vitesse minimum pleine charge, 109 km.-h.; plafond pratique, 5.000 mètres; temps de montée à 3.000 m., 21,5 minutes; vitesse de montée au niveau de la mer, 150 mètres-minute; rayon d'action, 9.700 km. avec 4.500 kg. charge payante ou 4.850 km. avec 13.600 kg.; décollage en 67 secondes; puissance au frein de chaque moteur, constante du niveau de la mer à 3.000 mètres, 1.200 CV. à 2.100 tours; puissance au frein pour le décollage 1.500 CV. à 2.300 tours; réducteur 2 à 1; diamètre des hélices 4 m. 90; profil de la voilure Naca 21 modifié.

On arrive aux charges suivantes : poids à vide 25.300 kg.; charge utile 24.700 kg.; équipage 690 kg.; 54 passagers et leurs bagages 4.900 kg.; poste 670 kg.; essence, (23.700 litres) 17.000 kg.; huile 1.440 kg. La charge au mètre carré s'élève à 186 kg. (Nous ne connaissons pas le dispositif hypersustentateur utilisé) et la puissance au CV. est de 10 kg. 4. Il nous semble que l'appareil sera un peu tangent, car une telle charge au mètre carré devrait impliquer des charges au CV. plus faibles. Il est vrai, toutefois, que lorsqu'on arrive à de telles dimensions, on travaille avec des nombres de Reynolds (produit vitesse × longueur) et dont nous n'avons pas encore l'habitude et qui ont, parait-il, la propriété d'améliorer considérablement la portance.

Nos documents représentent, en haut, une coupe de la coque montrant l'aménagement général; à droite, une section courante montrant les deux étages de cabines disposées pour le jour, et le couloir central; en dessous, les cabines situées dans le nez de la coque; puis deux autres coupes : à gauche, une autre disposition de jour; à droite, montage des couchettes pour la nuit; enfin, en bas, l'aménagement de la salle de restaurant avec, en dessous le bar et, dans la queue, la cuisine. Un dessin montre ce que sera le nouveau Consolidated en vol.

ARCHBOLD, 4 COMPANIONS FEARED LOST

S D Sun 3/9/38

Flier, In S. D.-Made Plane, Unheard From After Miami Take-off

Richard Archbold, flying scientist, had not been heard from today, more than 28 hours after he took off from Miami in his San Diego-built flying boat for an unannounced destination, the United Press reported to The Sun.

Officials at Pan-American Airport in Miami said Archbold, who has been testing his ship here for a flight in May from San Diego to New Guinea on a scientific expedition, had the plane's gas tanks filled and took off at 1 p. m. yesterday with four companions.

Test Hop Assumed

At the airport it had been assumed he planned a short test hop. Last week he flew to the Virgin Islands and back.

Possibility that Archbold was returning to San Diego appeared unlikely when the hotel at which he was staying reported he still was registered. Archbold said previously he expected to return to San Diego "about March 8." He flew to Miami non-stop from San Diego, arriving Feb. 26.

Bermuda Possibility

Officials at Consolidated Aircraft Corp., which built the airboat, said Archbold indicated before he left that he intended to make a flight from Miami to Bermuda before returning to San Diego. They said he might have made this flight suddenly without announcing his intention.

A report that he had flown to Clearwater, Fla., was unfounded, the United Press said.

Archbold Back in Miami After Secret Flight

S D Journal 3/10/38

Exploding rumors that he was "missing," Richard Archbold, flying explorer for the American Museum of Natural History, returned to Miami in his $250,000 Consolidated flying boat after an unannounced flight to Clearwater, Fla. In a telegram to Consolidated officials, Archbold explained that he had been to Clearwater to visit friends. The scientist recently flew nonstop from San Diego to Miami.

ARCHBOLD LEAVES VIRGIN ISLANDS

S D Sun 3/5/38

By United Press

MIAMI, Fla., March 5.—Richard Archbold, flying scientist, left St. Thomas, Virgin Islands, for Miami today in his $250,000 flying boat, Pan-American Airways advised.

He has been testing the plane preparatory to a scientific expedition from San Diego to New Guinea next May. Archbold, who flew non-stop yesterday from Miami to St. Thomas in slightly less than eight hours, also planned to make the return trip of 1300 miles non-stop.

10 Navy Planes Reach Trinidad on Panama Hop

PORT-OF-SPAIN, Trinidad, March 7 (A.P.)—Ten U. S. navy planes arrived tonight en route to their Canal Zone base from marine maneuvers in the Caribbean. The 20 officers and 50 enlisted men in the group will continued their flight Wednesday. S.D. Union 3/8/38

Consair Submits Plans for Plane

S.D. Union 3/16/38

NEW YORK, March 15 A.P.) —Aeronautical engineers tonight studied proposals of five aircraft manufacturing companies to construct giant machines to bridge the Atlantic and keep the United States abreast of foreign competition.

In response to an invitation issued by Pan American Airways, world's largest operator of transoceanic planes, to eight manufacturers, three submitted preliminary plans for machines to carry 100 passengers at speeds up to 300 miles an hour.

A fourth manufacturer—Seversky Aircraft Corp., Farmingdale, N. Y., contributed a design described as being able to accommodate 120 passengers in berths. The machine also could be used as a high-speed bomber, it was said:

Other proposals came from Consolidated Aircraft Corp., San Diego, Calif., which specializes in military craft; Boeing Aircraft Co., Seattle; Douglas Aircraft Co., Santa Monica, Calif., and Sikorsky division, United Aircraft Corp., Bridgeport, Conn.

Lockheed Aircraft Co., Burbank, Calif., wrote it did not have the facilities for building planes of the required size.

'AMERICA'S FREEDOM TO ENDURE BECAUSE IT IS RIGHT'

"Democracy . . . will endure because it is right," Patrick Jay Hurley, war secretary in Hoover's cabinet, told a supervisors' and engineers' convention luncheon yesterday. He was introduced by Maj. R. H. Fleet. Left to right—Mrs. Fleet, Mrs. Hurley, Major Fleet and Hurley.

U. S. DEMOCRACY SAFE, HOOVER WAR SECRETARY SAYS HERE

Friday S.D. Union 3/25/38

Centralized Government Hit by Hurley In Speech Before Supervisors, Engineers

"Democracy will continue in America for my children and for your children," Patrick Jay Hurley, war secretary in the Hoover administration, told delegates to state conventions of county supervisors and county engineers when they met together at luncheon yesterday at the new Civic Center.

"We are going through a major transition," he said, "and the thing to do is to confront it intelligently. I've read democracy's challenge to autocratic power. Socrates made that challenge; so did Christ. You will find it in the Magna Charta, the United States Constitution, and in the words of Patrick Henry, Thomas Jefferson, Abraham Lincoln and Woodrow Wilson. Democracy is an institution that will endure because it is right."

The speaker described Americanism as a form of government based on individual liberty and collectivism as an institution based on autocratic power. At present, he said, there are only two great democracies left; all other governments have turned to some form of dictatorship.

America is safe, the speaker declared, as long as it keeps its government decentralized and free from a form of federal bureaucracy. Guarantee of that safety is the structure of the government, with its three main branches, executive, legislative and judicial, with 48 sovereign states linked under the federal government and with each state administering its functions through its many counties.

Hurley decried the present tendency toward centralization of power in the federal government. He agreed it was a natural trend, as modern transportation and communication tend to obliterate county, state and even national boundaries.

"To what degree can we centralize government and keep our liberties?" he asked. "I believe in decentralization of power as the future hope of government. A centralized bureaucracy destroys individual liberty."

The speaker was presented by Maj. R. H. Fleet, Hurley's host while visiting here. The luncheon was given by the chamber of commerce

(Continued on Page 2, Col. 2)

Blakely, Maj. Fleet Arrive in Honolulu

S.D. Union 4/8/38

Rear Adm. C. A. Blakely, commander of aircraft scouting force and patrol wing based here, and Maj. R. H. Fleet, Consolidated Aircraft Corp. president, arrived in Honolulu yesterday, The Associated Press reported.

Adm. Blakely will investigate two crashes of navy patrol bombing planes, in which 11 lives were lost last week in fleet maneuvers.

Maj. Fleet announced that his visit had been planned for several months to inspect general performance of bombers which the plant here manufactures. He expressed the opinion that the two planes lost were "flown into the sea" because of poor visibility.

U. S. DEMOCRACY SAFE, HURLEY TELLS SUPERVISORS, ENGINEERS

(Continued from Page 1)

for the several hundred delegates attending the two conventions. Charles Cotant, chamber president, presided.

RELIEF DISCUSSED

Supervisors, in their sessions at U. S. Grant hotel, devoted most of the day to discussion of relief problems. Highlight of the convention of county engineers, meeting at Hotel San Diego, was an illustrated talk on the All-American canal by L. J. Foster, project construction engineer.

Welfare endeavors must be so coordinated that all classes of persons needing government assistance shall receive their just share, C. A. Herbage, coordinator, state department of social welfare, warned. He explained that there is a limit to the money that can be spent for relief, and that if one group of needy is favored over another, there is lack of justice and fair play.

"If we talk politics out of the picture and stop figuring how many votes can be made out of the relief program, we could do something constructive," E. V. Latham, member of the assembly revenue and taxation interim committee, told the supervisors.

ECONOMY "FOR OTHERS"

"When I went into the legislature six years ago, I thought every one in California wanted governmental economy. You do, but for the other fellow. You will never get any that way. You must take selfishness out of your programs. You must realize that the amount of a tax is not as important as seeing that it is fairly assessed and its burden properly distributed. The way is open to solve the problem through the work of the coordinating committee of governmental agencies which is seeking to draft a sane relief measure.

"It was said somewhere that 'the Lord giveth and the Lord taketh away.' It's different in government. The legislature giveth, but it never taketh away, with the result that cost of government cannot help but increase. Perhaps we had better start producing to meet our economic needs and stop talking about saving. The public wants government and will have to pay the bill."

Elmer Lore, assembly social welfare committee chairman, urged coordination and consolidation of SRA and county welfare, declaring that under the present set-up "each is chiseling on the other." He stressed the need for careful consideration of migratory workers. Agriculture needs them and demands that they move about, he said, and as an essential part of the state population they must receive legislative study. The Voorhies bill now in congress deals with the problem. Lore said he was not speaking for the bill, but for some form of federal participation in that part of the relief problem dealing with migratories.

ASKS MORE STATE POWER

Lessening of federal control of state relief problems was urged by Harold E. Pomeroy, state relief administrator. He said he believed there would be greater efficiency if the states were given outright federal grants. Such a plan, he said, would make possible a program requiring all who can to work for whatever relief they obtain.

Mrs. Carl L. Voss, California League of Women Voters president, preceding Pomeroy, had stressed need for checking "a current trend toward encouraging pauperism." It cannot be sucessfully checked, said Pomeroy, as long as the federal government pursues its present policies, which are enforced upon the states accepting its assistance.

Birth control as a need to ultimately reduce taxation was discussed by Dr. Glen E. Carlson, professor of sociology, University of Redlands. It is something that county government must consider and make available to persons unable financially or unfitted mentally or physically, to rear children, he said.

LABOR ROW EXPECTED

This morning the supervisors will devote their attention to association business, receiving reports of standing committees, including that of the resolutions committee, which has had several highly controversial subjects submitted to it. The San Francisco delegation plans to take the floor in strong opposition to a resolution demanding that San Francisco authorities guarantee a cessation of labor controversy in that city, on penalty of losing state participation in next year's Golden Gate international exposition.

Gov. Merriam will address the convention at 2 in the afternoon and will be followed by Earl Lee Kelly, state director of public works, and Ray L. Riley, state railroad commission member.

State association officers will be elected at 3:40, and delegates will join county engineers in a dinner in the Plata Real at 7.

This morning's session of the engineers at Hotel San Diego will be devoted to talks on use of concrete in paving and in pipe. Mosquito abatement will be discussed by Harold F. Gray, Alameda mosquito abatement district engineer. In the afternoon delegates will visit El Capitan dam under guidance of Fred Pyle, San Diego hydraulic engineer.

Lockheed Completes Two Planes for Foreign Lines

3/18/38

Special to The Christian Science Monitor

LOS ANGELES—Lockheed Aircraft Corporation has announced the completion and delivery of two new transport planes for foreign air lines. Both planes are 10-passenger Electra types, powered with Wasp engines capable of a top speed of over 200 m. p. h.

One of the planes has been shipped to England to British Airways, Ltd., operators of the London, Paris air service, marking the sixth plane of this type delivered to the British air line since February, 1937.

Delivery of the second plane was ordered by the Rumanian air line, Linille Aerienne Romane Exploatate Cu Statul. This was the second of a $560,000 fleet of Lockheeds ordered by the line.

The two planes were valued at approximately $105,000, the company officials reported.

National Steel Car Corp. To Construct Airplane Plant Employing 350

TORONTO, Mar. 23—National Steel Car Corporation will commence construction almost immediately on an airplane factory at Malton, according to an announcement by Mayor Day of Toronto. The plant, he indicated, will entail an expenditure of approximately $500,000.

The plant, it is expected, will be in operation by August and will employ 300 to 350 men.

Seven Stay-In Strikers Found Guilty By Pennsylvania Court

READING, Pa., Mar. 23. — Seven employes of Reading Batteries, Inc., were found guilty of forcible detainer by a Berks County jury today in what attorneys described as one of the first convictions of stay-in strikers in the nation and the first in the state.

The court defined "forcible detainer" as "keeping possession of other people's property, in plain English."

American Metal Market 3-24-38

Union MAR 18 1938 R.S.M.

★ 1—PAGE TWELVE

Aircraft Group To Present Benefit Tonight

RED CROSS FUND

Contributions yesterday	$ 268
Previously reported	7081
	$7349

First of several benefit performances in support of the Red Cross flood relief fund will be presented tonight in Russ auditorium when Consolidated Aircraft Corp. employes offer their "1938 Extravaganza."

More than 50 aircraft employes, and a number of others, will appear on the program of 24 acts. The show will begin at 7:30, with Les Crawford as master of ceremonies.

Featured numbers include ensembles by 16 dancers, song and dance duos, Singing Hat Check Girls, bagpipers, acrobatic dances, instrumental soloists, Stutzke and his Singing Waiters, and Howard Kraft and his Club Continental orchestra.

The artists donating their talents include Sally O'Connell, Elinor Gibbs, Elinor Woolenhurst, Joan Harris, Nickolas Tuevsky, Arcady Kaufman, Norman Robertson, Kathryn Hubbard, Joan Barbara, Mary and Louise Balelo, Helen Jean Church, Norma Scavardo, Lucy Sanchez, Catherine Chambers, Joan Smith, Maxine Eastman, Gloria Marks, Betty Allison, Nancy Werden, James Garren, Albert Robinson, Mary Adella Trushinski, Joyce Williams, William Farringby, Catherine and Margaret Phipps.

Bobby Gould, Carol Jennings, Viola Mae and Nancy Lee Clutinger, Helen Sepulvida, Robert Abels, Lucy Schatzel, Anna Martin, Charles Z. Sheppherd, Lavina Sheppherd, Jeanette Parrot, Earl Lawson, Ernis Hodgson, Noble Crawford, Norman Robertson, C. R. Brady's Country Playboys, Kel Aiken, John Doig, Walter Bayer, E. W. Roesce, Dick Bartlett, John Holloway, Allen Cowley, R. D. Kerns, A. Droeden, A. Phillips, W. H. Stutzke, Mrs. W. Luppke, Howard Kraft and his Continental orchestra.

Army's Giants Soar In Test Flights

S.D. Union 4/4/38

NEW YORK, April 3 (A.P.)—Two of the army's newest units—mighty experimental bomber XB-15, America's largest fighting plane, and XC-35, speedy substratosphere warcraft—participated here today in an aerial prelude to the celebration of national Army day Wednesday.

The giant bomber flew to Bolling field, Washington, after the demonstration, while the XC-35 remained overnight at Mitchel field.

The planes cruised over New York, the stratoship at 33,000 feet, as occupants of both participated in a radio program.

Transatlantic Planes Carrying 120 Planned

By a Staff Correspondent of The Christian Science Monitor

NEW YORK, March 16—Five proposals for an ultra-modern type of transport equipment designed for transatlantic service were studied by officials of Pan American Airways today after receipt in sealed form of plans from leading American manufacturers.

The proposed airplanes, according to requirements established by the company last fall, would be capable of carrying 100 passengers, a crew of 16 and necessary baggage on non-stop flights of at least 5,000 miles. Cruising speeds of the airliners would range from 200 miles an hour at near sea level to nearly 300 miles an hour at altitudes around 25,000 feet.

Preliminary designs submitted by the builders were being distributed to members of a technical committee of which Col. Charles A. Lindbergh is chairman, it was announced. Should any one of the plans be acceptable, the line expects to award engineering contracts for detailed drawings and then to negotiate for the construction of an airplane fleet in lots of three, six and 12 units.

Four manufacturers with broad experience in the construction of large airplanes were listed among those responding to the invitation of Pan American to submit preliminary designs for the transatlantic equipment. They were the Douglas Aircraft Company, of Santa Monica, Calif.; the Boeing Aircraft Company, of Seattle, Wash.; the Consolidated Aircraft Corporation, of San Diego, Calif., and the Sikorsky Aircraft Company, of Bridgeport, Conn. A fifth builder—the Seversky Aircraft Corporation of Farmingdale, N. Y.—made a proposal on its own initiative for the construction of an airplane far larger than asked by the Pan American Lines.

While the Seversky Company has in the past specialized in the production of small military, training and amphibion craft, its proposal to Pan American calls for a flying boat to carry 120 passengers at a speed of 300 miles an hour. The company estimated two years would be required to build its airplane and that the cost of the first unit might be $7,000,000.

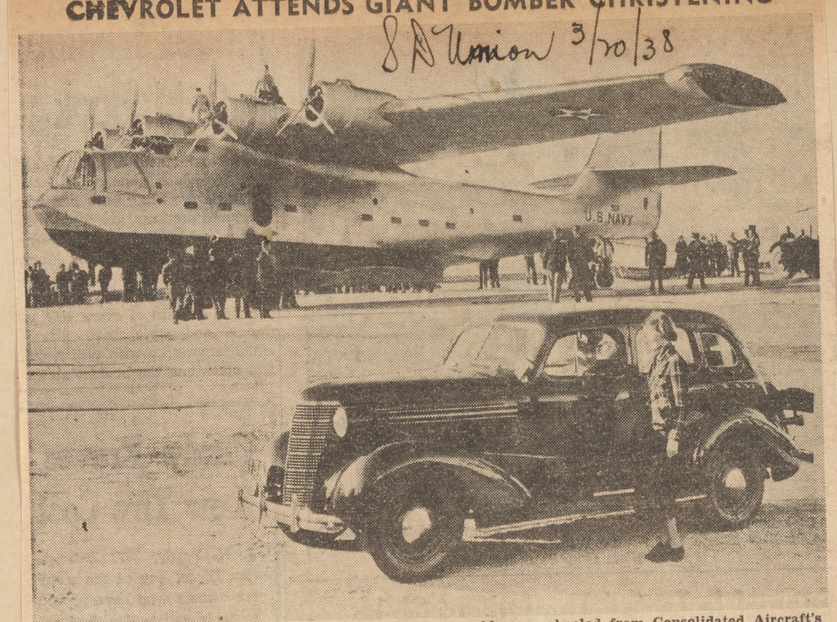
Among the preliminary designs submitted to Pan American only that for the Seversky equipment was made public.

Col. Alexander P. Seversky, president of the corporation, described his airplane as a great flying wing which could in time of war be transformed into a super-aerial dreadnaught with a capacity of carrying ten 2000-pound bombs for 12,000 miles at a speed of 300 miles an hour. If the bomb load were reduced to 6400 pounds, the airplane could fly 3000 miles at a speed of 380 miles an hour, he said.

The design shows two parallel hulls which would be retracted against the flying wing in flight. Passengers would be housed in the wing itself. Eight engines of 2300 horsepower each, geared to five propellers to drive the giant craft through the air, also would be located in the same structure.

CHEVROLET ATTENDS GIANT BOMBER CHRISTENING

S D Union 3/30/38



When the U. S. Navy's giant bomber, the largest in the world, was wheeled from Consolidated Aircraft's factory for its recent christening and maiden test flight, a Chevrolet from the Campbell Chevrolet Co. was on hand for the impressive ceremony.

AERIAL RESEARCH EXPLORER ARRIVES

S D Tribune 4/4/38

Richard Archbold, zoological research explorer for the American Museum of Natural History, who arrived yesterday from Miami via Medina Lake, near San Antonio. Flying the same $250,000 Consolidated plane which he will pilot from here to New Guinea on a scientific mission next month, he landed on the Texas lake to refuel.

Lockheed Delivers Planes To Polish Air Line 'Lot'

4/1/38

Special to The Christian Science Monitor

LOS ANGELES—Two Lockheed transport planes have been delivered to New York for shipment to the Polish air line Polskie Linjie Lot, the Lockheed Aircraft Corporation announced. The planes, part of a $525,000 order from the Polish lines, are the model 14 type which is reputed to be the world's fastest commercial land plane. Four sister ships are nearing completion and will be ready for delivery within a month.

Known throughout Europe as "Lot," Polish Air Lines is one of the leading air services on the Continent, serving a vast area from the Baltic to the Aegean Sea, in addition to local services from Warsaw to the leading cities in Poland Lot maintains important air routes between Poland and Germany, Latvia, Esthonia, Rumania, Austria, Bulgaria and Greece. Delivery of the six new planes will bring to 16 the total of Lockheeds purchased by Lot.

Archbold Flying From Florida

S D Tribune 4/3/38

Richard Archbold, flying research associate of the American Museum of Natural history, is expected back in San Diego Monday after a one-stop flight from Miami, Fla. He will take off from Miami in his big Consolidated flying boat at 6 a.m. tomorrow, and on the flight will check a new directional radio beam antenna with Bernard Boyd, local radio amateur. Archbold, who has made two flights to Miami in the plane and is preparing for a flight from California to New Guinea next month, will make his one stop en route from Miami at San Antonio, Tex., acording to present plans.

Consair Sales $3,379,740 For Last 3 Months

S D Union 4-13-38

Increasing the purchase price from $2,647,000 to $3,379,740, Consolidated Aircraft Corp. of San Diego delivered 28 percent more finished products to customers in the first quarter of this year than in the same period in 1937, The Associated Press reported from San Francisco yesterday. In the quarter, unfilled orders were reduced from $14,000,000 to $10,748,815, it was announced.

Archbold to Explore In Plane, Club Told

S D Tribune 4/22/38

Explaining the impracticability of traveling with native boys in the New Guinea wilderness and mountains, Richard Archbold, flying explorer, told San Diego Aero club members he would establish a chain of camps on rivers and lakes and do his exploring in the $250,000 Consolidated-built plane which he will use on his forthcoming expedition.

He will spend two years in New Guinea, collecting specimens and doing research for the American Museum of Natural History.

Films on "Man's Conquest of the Air" were shown by Zeno Klinker. Auxiliary members of the club, local chapter of the National Aeronautic association, were present at the dinner in San Diego club Friday.

Pan-American Base In San Diego Looms

Brennan To Confer With Company Officials In Honolulu Regarding Facilities Here

S D Union 4/1/38

By HAROLD KEEN

Pan-American Airways officials are considering San Diego as an emergency landing base in trans-Pacific operations, it was learned today.

Port Director Joe Brennan, who will leave for Honolulu tomorrow, accompanied by Maj. Reuben H. Fleet, president, and I. M. Laddon, chief engineer, of Consolidated Aircraft Corp., revealed he expects to confer with Pan-Am officials at the islands. He also will inspect landing facilities for the big clipper ships, to determine what improvements would be required in San Diego harbor to accommodate these airboats.

Long Considered

Negotiations between Pan-American authorities, the Harbor Department and the aviation division of the Chamber of Commerce have been under way for some time, it was disclosed.

At a recent Junior Chamber of Commerce banquet, Tom Bomar, industrial and aviation manager of the Chamber, announced that Pan-American operation out of San Diego is a possibility in the not-too-distant future.

Pan-American officials, it is reported, are not entirely satisfied with weather conditions confronting planes coming into San Francisco harbor, the present major terminus on the west coast.

Forced To Circle

Recently, a clipper ship was forced to circle over San Francisco bay several hours before an overcast condition cleared sufficiently to enable the pilots to poke their way through a "hole" in the ceiling for a safe landing.

"The present plan is to have Pan-American Airways use San Diego as an emergency base in case a plane is forced back on a scheduled flight because of mechanical difficulties," Mr. Brennan explained today.

"Later, if they are satisfied with what we have to offer them, Pan-American may come in here permanently."

Mr. Brennan, Maj. Fleet and Mr. Laddon will sail on the SS Lurline from San Pedro tomorrow for Honolulu. They will remain on the islands 16 days, returning here late this month.

Observe Bombers

Maj. Fleet and Mr. Laddon will observe operations, under simulated wartime conditions, of the long-range Consolidated bombers, 42 of which have been "ferried" to Pearl Harbor since January, 1937.

Their trip is not being made in connection with the disastrous series of patrol plane crashes in the current war games near Hawaii. The decision to sail to Honolulu was reached by all three at least a month ago.

Mr. Brennan will study the feasibility of transplanting cocoanut palms from Hawaii to San Diego.

Will Plant 50

"I'm going to arrange for a Navy ship to haul about 50 of these trees to San Diego," he declared, "and we'll try planting them in the dredged island we're building at the south end of the Yacht Harbor. I understand their roots thrive in salt water, which is more than you can say for the date palms we rely on now to beautify our waterfront."

Mr. Brennan's trip will be in the nature of a vacation, and will be undertaken at his personal expense, he explained today.

Archbold Expected To Arrive Today

S D Union 4/3/38

Richard Archbold, zoological research explorer for the American Museum of Natural History, is expected to leave Medina lake near San Antonio early today for his final dash to San Diego, The Associated Press reported last night. He is expected to arrive here about noon.

Archbold landed on the lake yesterday to refuel his $250,000 Consolidated-built plane after a non-stop flight from Miami, Fla. The scientist-flier will spend his time here preparing for an expedition to New Guinea, scheduled for next month.

U. S. Can Export 3000 Warplanes In Year

S D Union 4/15/38

NEW YORK, April 14 (A.P.)—If Europe wants to buy American-made warplanes for rearmament, more than 3000 bombers and fighters—described by their makers as the fastest and most effective in the world—can be exported in the 12 months dating from July 1, a survey today showed.

The British undersecrtary for air announced yesterday in the house of comons that the government was investigating the possibility of buying warplanes in the United States and Canada.

FRENCH PLACE ORDER

The nationalized French aviation industry, it was learned reliably today, has anticipated the British by secretly placing orders for bombing and fighting aircraft with American manufacturers.

One American-made pursuit plane released for export has a sustained operating speed of more than 300 miles an hour, can climb to 30,000 feet and carries bombs as well as machine guns.

The greatest of the exportable bombers cruises at more than 200 miles an hour and can fly 2500 miles non-stop with a load of explosives weighing in excess of 2½ tons.

All told, 18 American aircraft plants, it was estimated, could turn out upward of 3300 warplanes in their next fiscal year.

3187 BUILT IN 1937

In the 1937 calendar year the industry produced 3187 planes, of which 949 were military types. The value of plane exports was $24,000,000, but what part of the 629 planes shipped abroad were for defense purposes was not disclosed.

The most outstanding naval patrol planes in the service of this country, some types of which can be exported, are made by the Consolidated Aircraft Corp., San Diego, and Sikorsky Aircraft, a division of United Aircraft Corp., Bridgeport, Conn.

Other exportable American military planes include the Martin twin-engine bomber, made in Baltimore; the Chance-Vought "CorsairV-142" dive-bomber, and the Vultee attack plane made at Glendale, Calif.

WOODEN SCALE PLANES TO BE BUILT IN S. D.

Consair Gets Orders For Experimental Jobs, Needed By Government

S D Sun 4/11/38

The United States should spend $20,000,000 annually for development of experimental military aircraft, in the opinion of Maj. Reuben H. Fleet, Consolidated Aircraft Corp. president.

Expressed by Maj. Fleet just before he left for Honolulu April 2, this statement was brought into bold relief today with receipt of unofficial reports that the Consolidated plant's experimental division has been ordered to start work on a "mockup" (wooden, full-scale model of an experimental plane) for a twin-engined patrol bomber which will greatly exceed performance characteristics of the present PBY's.

250 Miles Per Hour

It was understood that the plans for the new bomber call for a plane capable of a speed in excess of 250 miles per hour, made possible by a unique new wing design and a pair of 2000-horsepower engines. Maj. Fleet ordered full speed ahead on the preliminary engineering of such a plane a short time before he sailed for Hawaii, accompanied by I. M. Laddon, Consolidated vice-president and chief engineer, and Port Director Joe Brennan.

The $20,000,000 which Maj. Fleet believes should be expended yearly on military aviation experiments, should be evenly divided between the Army and Navy.

Services Handicapped

"Every major aircraft company—there are only about one dozen—should be working on a total of four experimental models—one just delivered and undergoing tests by one of our military services, one two-thirds completed, one one-third completed, and one a new conception under study by one of the services," he pointed out.

"Our two great military services, while the most efficient in the world, have been handicapped by lack of appropriations for purchase and development of experimental aircraft."

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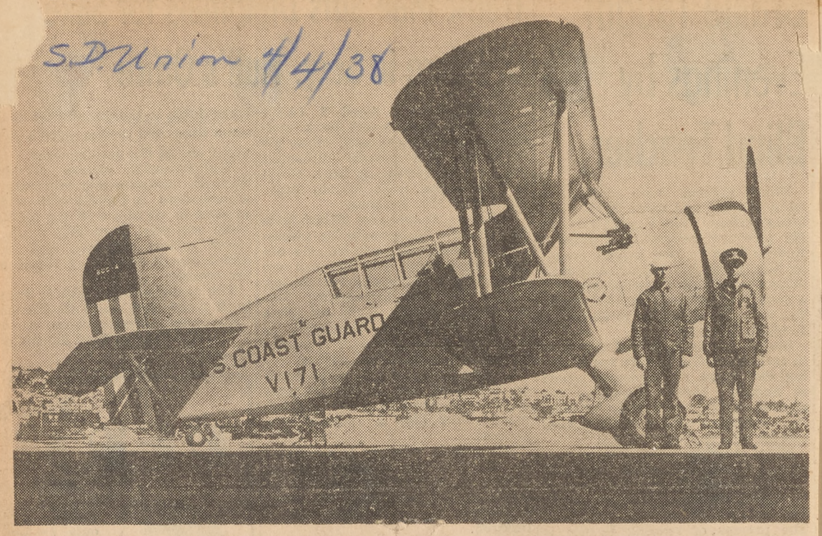
BUFFALO PLANE READY FOR S. D. COAST GUARD DUTY

S.D. Union 4/4/38



First SOC-4 out of the Curtiss plane factory at Buffalo, N. Y., this scouting-observation plane is ready for duty at the coast guard air base. Lt. S. C. Linholm, base commandant (right), flew the plane from Washington, D. C., arriving late Wednesday. With him was W. D. MacNeil AMM1c (left).

Britain in Market For Navy Planes Built by Consair

S.D. Tribune 4-28-38

By MERRILL MUELLER

Copyright, 1938, International News Service

WASHINGTON, April 28.—The British delegation, now in the United States seeking American aircraft, will negotiate to purchase three types of fighting planes and two types of training planes.

"Fortresses" Shunned

Just before the delegation, headed by James Weir, director of the Bank of England and honorary air commodore, left for the west coast to inspect plane factories, a spokesman for the group revealed that Britain definitely is not interested in obtaining planes similar to the United States four-motored "flying fortresses." The planes which the delegation is particularly interested in are:

1.—The Lockheed "14," a commercial transport capable of 260 miles an hour and readily adaptable into a bombardment and combat airplane.

2.—The Douglas bomber, standard equipment with many U. S. army squadrons and a heavy bomber capable of speeds up to 240 M.P.H.

3.—The Consolidated flying boat, a United States naval bomber that has been flown non-stop in "routine squadron transfers" from San Diego to Honolulu in about 22 hours. It is capable of carrying large bomb loads at speeds around 200 M.P.H.

4.—The North American advanced trainer, a single-motored low-wing two-place monoplane capable of 200 M.P.H. and an excellent ship to convert into a "secondary fighter" with machine guns and bomb racks.

5.—The Curtiss 19-R advanced trainer, a ship similar to the North American, equally adaptable and slightly faster.

All these models are released for foreign export.

Keynote of Program

Although the spokesman could not reveal the amount of money the British would spend in this country for large scale production of these planes, he stressed the fact that the keynote of this foreign purchasing program was speed. To obtain orders, he said, the factories must show that they are capable of completing the orders within 12 or 18 months.

This necessity for speed is the reason why the British are not interested in America's "flying fortresses," whic hare not released for export. The slow production schedules on these planes make them prohibitive to the British program.

It is noteworthy that the British are interested only in highly maneuverable bombardment airplanes, passing up American-made Seversky, Curtiss and Grumann 350-mile-an-hour pursuit planes now in United States army and navy service.

CONSOLIDATED FIXES 'KINKS' IN NEW DESIGN

Return to Wanley

PBY-4 Ships Also Face Scrutiny Of Trial Board

S.D. Sun 4/19/38

Completion of company flight tests on the million-dollar, four-motored experimental Navy patrol bomber, by May 15, was foreseen yesterday by officials of Consolidated Aircraft Corp.

A Navy trial board, headed by Lieut.-Comdr. Ralph E. Jennings, is due here from Washington, May 1, to inspect the first of 33 PBY-4 planes, it was learned at the plant yesterday.

The PBY-4 is the most advanced of the twin-engined PBY planes and represents the last type in the series of Navy airboats now under construction at the Consolidated plant.

Will Inspect Giant

The trial board probably will remain here, after officially accepting the PBY-4 ship, to place its stamp of approval on the four-motored, 25-ton Consolidated bomber. It is expected the plane will be ready for its first official inspection by May 15.

Deficiencies in the auxiliary generating equipment and in the tail design have caused several months' delay in completion of flight tests by Consolidated.

Two auxiliary power plants, independent of the main engines, have been installed to operate all apparatus not concerned with actual propulsion of the plane. An innovation in big airboat construction, the generators have not performed satisfactorily to date, with several modifications required, it was disclosed at the factory yesterday.

Gun Causes Change

Another departure from Navy bomber design—providing for a machine-gun turret in the tail—has resulted in unforeseen engineering difficulties, with the result that alterations have been required to overcome tail instability.

The Consolidated plant is well on the road to completion of its PBY-3 contract for 66 planes. When the PBY-4 order is finished about the end of this year, the concern will have absorbed all its present backlog of work.

Consair Vote Ordered On Bargaining Issue

S.D. Tribune 4/13/38

The National Labor Relations board has ordered another election to determine who shall act as the collective bargaining agency at the Consolidated Aircraft plant, John Orr, representing Aircraft Workers' union, U.A.W.A., announced today following a telephone conversation with Dr. Towne Nylander in Los Angeles.

"Nylander told me that he was informed by the head office of the board in Washington that our appeal has been sustained and an election will be called at an early date," said Orr. The aircraft union represented by Orr is affiliated with the C.I.O.

An election held under supervision of Nylander last March to determine the bargaining issue resulted in a victory for the group affiliated with the American Federation of Labor. The C.I.O. affiliate protested, charging that a minority was recognized as the bargaining agency. The case on appeal was argued before the NLRB at Washington. There are approximately 6400 employes eligible to vote, said Orr.

U. S. Neighbors, Art To Be Forum Topics

S.D. Union 4/10/38

Richard Requa, architect, and J. O. Lockwood, Consolidated Aircraft Corp., will address public affairs forums tomorrow night at 7:30, Dr. Charles J. Falk, forum supervisor, anounced yesterday.

Requa wil speak at East San Diego forum, Hoover Evening High school, on "Art in City Planning." Drawings, photographs and maps will be shown. Mrs. Marguerite E. Bowly is forum chairman.

Lockwood, former resident of Cuba, will speak on "Our Caribbean Neighbors" at Little Theater forum, San Diego High school. This will open a series on "Our Good Neighbor Policy." Harvey Franken is forum chairman.

Want to Go Places in Aircraft Construction

They both got jobs in the summer of 1932 and didn't return to their high school classes that fall. But Frank and Joseph Williamson soon found that in filling out application blanks for advancement, their "didn't finish high school" record wasn't doing them any good. They wanted to go places in aircraft construction, hold more responsible jobs and earn more money. Without education, there was not much chance.

"When Consolidated sent a scout to an aircraft factory in Baltimore in search of experienced men who wanted to come to the coast," said Frank, oldest of the brothers, "we came to San Diego in 1936. Last fall we enrolled at San Diego Evening High school. We think it is great that we will be able to graduate this June. Both of us plan to take college work. We have to pay our own way, of course."

LEARN TO CONCENTRATE

Frank is an assembler and Joseph a tool maker—and both speak with a southern accent that is pleasant to hear. Joseph wants to study mechanical drawing and his brother wants to be an aeronautical engineer.

"We don't have much time to study," said Joseph, "and so we have learned to really concentrate. We have discovered that two hours of home work can be done in half an hour if the student shuts out all distractions and puts his mind on his lesson.

"I had always heard it said that you appreciate an education when you work for it yourself. You do. But you also appreciate it when you see the need of it to attain something you want. Teachers at night school interest me—they don't teach subjects to classes — they teach them to individuals. It makes required subjects, as well as the ones we specially want, interesting and easy to learn."

LIVE NEAR OCEAN

To insure quiet for study, the brothers live alone in a cabin near the ocean. Frank has wanted to live by the sea since the time when he dropped out of school for a year between sophomore and junior classes to work on a vessel that plied between the Atlantic coast, France and Germany. Fond of athletics, he had won two medals for wrestling. Runner-up in the south Atlantic A. A. U. championships in 1933, he was able to win the Baltimore wrestling conference championship in 1935. He also was winner of the south Atlantic A. A. U. weight lifting championship.

Since coming to San Diego, the Williamsons have learned to climb mountains and play golf. They also are active in Y. M. C. A. athletics and belong to the Consolidated Gun club.

SAN DIEGO UNION: 4-29-38

S.D.-Built Planes May Be Used By Britain

San Diego-built airplanes may provide a part of Great Britain's air defense and offense in the event of European war.

That was indicated yesterday as a delegation of five members of a British military delegation studying American aircraft arrived in Los Angeles to inspect southern California manufacturing plants and products, The Associated Press reported.

In Washington a spokesman for the delegation announced that interest centered in five types of planes that can be delivered within 18 months—Consolidated Aircraft Corp. bombers, Lockheed transports capable of being transformed into combat planes, Douglas bombers, North American training planes and Curtis training planes.

The delegation is expected to visit the Consolidated plant here sometime within the next week, although Consolidated executives said last night they had received no notice of the planned visit. Members of the party who arrived in Los Angeles yesterday were Air Commodore James G. Weir, Commodore Arthur T. Harris, Comdr. Caspar John, Squadron Leader Charles E. Horrex and Engineer Frederick Rowarth.

Weir, leader of the group, declined to comment on the purpose of the visit beyond saying "we are here to look around and see if there is any business to be done and if there is to do it."

Aircrafts Check Downward Trend Of Other Groups

S.D. Union 4/21/38

NEW YORK, April 20 (A.P.)—A boom in aircraft shares in the stock market today helped check a flight of other groups in lower levels.

Spotlighted by reports a British commission was en route to the United States to inspect airplane manufacturing facilities, perhaps with an eye to placing orders for England's rearmament needs, the aviation group had the speculative stage pretty much to itself in demonstrating climbing prowess.

Wright aeronautical, mostly held by Curtiss Wright and usually an inactive issue, soared nearly 7 points. In brisk trading Douglas Aircraft, Glenn Martin, United Aircraft, Curtiss Wright, Consolidated Aircraft and Boeing rose fractions to more than 2 points.

Despite a late rally, moderate losses predominated in the main list. The upturn started after leading industrials had yielded from one-third to one-half of the April recovery gains. Forenoon losses running to more than 3 points were reduced or eliminated before the finish.

Traders were more friendly to the buying side as leaders approached the half-way mark down to the March lows in belief technical conditions had been improved by profit-taking this week.

Transactions increased to 777,540 shares from 571,680 yesterday.

BRITISH AIR HEADS TO VISIT CONSAIR

S.D. Tribune 4/28/38

A mission of British aviation experts will visit the Consolidated Aircraft Corp. plant here tomorrow, according to advices from Los Angeles today.

Although actual negotiations have not yet been begun, it was deemed likely that the English agents may place a large-scale order for Consolidated airboats to augment Britain's rapidly expanding air force.

ARCHBOLD EXPLAINS JUNGLE TRIP TO CLUB

How he expects to reach virtually inaccessible exploration sites in the rugged jungle country of Dutch New Guinea with his $250,000 Consolidated airboat was described last night by Richard Archbold to members of the San Diego Aeroneers at a dinner in Hotel San Diego.

S.D. Sun 4/23/38

Archbold, a research associate of the American Museum of Natural History, will take off from San Diego late in May or early in June for a two years' expedition collecting animal, bird and plant specimens.

EXPLORING BY PLANE

Melbourne "Argus" 1 June 1938

NEW GUINEA BASE

SAN DIEGO (California), Tuesday.

Mr. Richard Archbold has announced that he will take off on Wednesday on the first leg of his 8,000-mile flight to Hollandia, New Guinea, which will be the base for scientific explorations to last two years.

The explorer will be accompanied by Mr. Russell Rogers (pilot), Mr. Lewis Yancey (navigator), Mr. Gerald Brown (engineer), Mr. Stephen Barrinka (assistant engineer), and Mr. Ray Booth (wireless operator).

The 250,000-dollar (£A62,500) "flying laboratory" will make a non-stop flight of 2,250 miles to Honolulu, and thence to Midway and Wake islands.

Fleet Predicts Non-Stop Hop Across Pacific

By United Press

S.D. Sun 4/29/38

SAN FRANCISCO, April 28.—Giant airliners, comparable in size to the great ocean passenger ships, which will make 24-hour non-stop flights between San Francisco and the Orient, will be in operation within the next 12 years, Maj. R. H. Fleet, president of Consolidated Aircraft Corp., San Diego, predicted today.

Maj. Fleet, who returned on the Lurline from Hawaii, said the planes will refuel as they fly over the islands and continue on their way.

These future ships will be so large, he said, that they will be unable to raise themselves from the water without outside aid, and probably will be launched with the aid of a catapult.

Maj. Fleet said the company presently is working on plans for such planes.

CONSAIR HEAD DUE BACK IN S.D. SATURDAY

S.D. Sun 4/25/38

Port Director, U. S. Navy Officers On Hawaii Inspection Tour

Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp.; his chief engineer, I. M. Laddon, and Port Director Joe Brennan are due in San Diego from Honolulu Saturday, it was reported today.

Left This Month

The trio left here early this month for Hawaii, accompanied by Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, and his flag lieutenant, Lieut. B. W. Wright. The latter two arrived here last Thursday on the aircraft tender Langley.

While in Hawaii, Maj. Fleet and Mr. Laddon observed maintenance procedure on the Consolidated PBY planes, of which 42 have been delivered to Pearl Harbor in three mass flights since January 1937.

Facilities Inspected

Mr. Brennan conferred with Pan-American Airways' representatives and inspected facilities for handling the clipper planes, with a view to providing similar equipment, on a small scale, in San Diego, which has been accorded the status of an emergency base in the Pan-Am. transpacific operations.

The San Diego port director also looked into the feasibility of transplanting Hawaiian cocoanut palms to the local waterfront as a feature of the Harbor Department's landscaping plan.

Capital Glittered With Dignitaries At First Air Mail Flight

SD Sun 5/10/38

Next Sunday the United States will celebrate the 20th anniversary of its air mail service, National Air Mail Week having been proclaimed from May 15 to 21. In a series of articles, of which this is the second, the important part played by present San Diego residents in launching this daring venture is being told.—THE EDITOR.

By HAROLD KEEN
The Sun's Aviation Editor

The setting for the takeoff of the first airmail flight in United States history May 15, 1918, was resplendent with Washington officialdom. While Maj. Reuben H. Fleet and Lieut. George Boyle, the pilot chosen for the pioneer hop between Washington and Philadelphia, conferred over the course to be followed, a host of dignitaries observed the scene which was to change the picture of American commercial transportation.

President Was There

There were President and Mrs. Wilson, Postmaster General Burleson, Postmaster Merritt O. Chance of Washington, D.C., Postmaster Gen. K. Kambara of Japan, and Otto Praeger, a San Diego resident today, and second assistant postmaster general of the U. S. at that time.

The original plan had been for Maj. Fleet to make the flight, but the postoffice department decided his services were needed in Washington to coordinate the activities of the Army pilots engaged in transporting the U.S. mail through the clouds.

Lost His Course

So Lieut. Boyle took off from Washington on a journey that was to be short but not sweet.

Twenty minutes after his takeoff, he lost his course and decided to come down and get his bearings. Unfortunately, the field he chose was roughly plowed, and when Lieut. Boyle dusted himself off after emerging from his craft, he discovered that its nose was imbedded in the ground, a prop was broken, and the mail had gone through exactly 30 miles, to Waldorf, Md.

Meanwhile, two other Army pilots were ready to make aviation history, Maj. Fleet recalled yesterday.

First Successful One

Lieut. Leroy H. Webb of California took off from the old Belmont Race Track at Long Island, converted into an airport for the occasion, at 11:40 a.m., and exactly 1 hour, 20 minutes later, swooped to a perfect landing at Philadelphia, 90 miles away. The first successful air mail flight had been made!

In the midst of the uproar and excitement that prevailed at Philadelphia, the mail was transferred from Lieut. Webb's plane to that of Lieut. J. C. Edgerton.

It was like a relay race, with the baton consisting of the mail load.

Difficult Job

Lieut. Edgerton had a really difficult job ahead of him—128 miles of visual navigation from Philadelphia to Washington. What is child's play for today's transport pilots was high adventure in those days, when radio beams and automatic pilots were unknown. You looked for a railroad track and followed it. If fog or heavy clouds blotted out the earth, you better start looking for a place to land, pronto. That was the sort of flying the Army had to do in inaugurating the United States air mail 20 years ago.

Lieut. Edgerton's plane roared into Washington one hour and 40 minutes after leaving Philadelphia at 4 p.m., May 15, 1918. That officially put the Army in the air-mail business, with Maj. Fleet, head of San Diego's largest industry, Consolidated Aircraft Corp., at the helm.

TOMORROW: Why Fliers Get Lost.

Despite the pressing problems of the World War, Washington dignitaries appeared in full force at the inauguration of the U. S. airmail service 20 years ago this month. Left to right, above, are Otto Praeger, a San Diego resident today, and second assistant postmaster general in charge of the airmail in 1918; Merrit O. Chance, Washington, D. C., postmaster; Postmaster General Burleson and President Wilson.

Maj. Reuben H. Fleet, now president of San Diego's largest industry, Consolidated Aircraft Corp., is shown above as he conferred with President Wilson shortly before the first air mail flight in U. S. history May 15, 1918.

Archbold Tells Plans For New Guinea Flight

SD Union 5/7/38

Richard Archbold, American Museum of Natural History research associate, outlined his plans for a flying-boat exploration trip to New Guinea before 125 Masons last night at the Consolidated Aircraftsmen's Masonic club meeting in Masonic temple. The craft was built here. William Stutsky, president, introduced Archbold.

Consair Labor Hearing Opens; Fleet Testifies

SD Union 5/11/38

To determine what bargaining agency shall represent hourly paid employes of Consolidated Aircraft Corp., a national labor relations board hearing was started in federal courtroom yesterday by George Kennedy, examiner. Among those testifying were Maj. Reuben H. Fleet, Consolidated president.

Stating wages and working conditions of employes were predicated on the plant's expenses and income, Fleet asked that the C.I.O. petition for a bargaining agency election be denied.

"Consolidated did not and does not attempt to influence its employes' choice of bargaining agencies, but we do not wish to be whip-sawed between two factions," Fleet said. He declared 2500 hourly paid employes are in the unit with which the plant has a contract. He maintained that unless a majority of the workers petition for a new bargaining agency, no election should be held.

Unions represented at the hearing include: Local 506, United Automobile Workers of America, C.I.O. affiliate, petitioners; Aircraft Lodge 1125, International Association of Machinists, which since April 26, 1937, has had a working agreement with the Consolidated management, and the United Aircraft Welders of America, intervening with the claim they should not be represented by either of the other two, but by their own organization.

With Kennedy is William Walsh, NLRB attorney, Los Angeles.

Fleet Cites Business Drop At NLRB Hearing

Continued Employment Of 2500 Workers Problematical Unless Army, Navy Contracts Are Won

SD Sun 5/11/38

While rival labor factions are seeking to oust each other from the favor of Consolidated Aircraft Corp. employes, Maj. Reuben H. Fleet, president of the firm, has still another struggle on his hands—that of gaining sufficient business in the near future to keep from laying off any of his workers, whether AFL or CIO-minded.

After testimony at a National Labor Relations Board hearing here yesterday, which indicated that Consolidated is bidding for Army, Navy and foreign airplane contracts on a large scale, Maj. Fleet told The Sun that continued employment of the plant's 2500 hourly paid workers depends entirely on obtaining new orders immediately.

Backlog Short

"With our present backlog," he said, "we don't have enough work to keep a full force in certain departments even until the end of this year.

"Because of our high wages—possibly only one other aircraft firm in the United States exceeds our scale—we find it difficult to bid successfully on world business. We have had representatives touring Europe for several months now with no results.

"When we signed the contract with the AFL Aircraft Local 1125 last year, we promised to consider a second 10 per cent wage increase the following June. We were going on the assumption that our bid for 64 PBY-4 Navy airboats would probably be accepted by the Navy, and, at the price we established, wage raises would have been possible.

Price Too High

"However, the Navy couldn't afford that price, even though we were lowest bidder, and several months later new estimates were called for. We submitted a substantially lower figure, and obtained a contract for 33 PBY-4's. But, the wage increase was out of the question.

"Managers and owners have their problems, as well as labor. For nine and one-half years, 2500 stockholders of Consolidated have allowed us to use their investment without one cent of return. We had to mortgage our plant to enlarge it a year ago, and it is costing us $71,000 per pear to meet the payments on this debt."

Have Tried Hard

As far as wages are concerned, Consolidated has made sincere attempts to pay all it can to its workers, Maj. Fleet contended.

"As a matter for fact," he told Examiner George Kennedy, of the National Labor Relations Board in the hearing yesterday, "I instructed Edgar N. Gott, our Washington representative, last February, to urge at Congressional hearings on the Walsh-Healy Bill that the minimum wage of aircraft helpers and mechanics should be set at 50 cents per hour, regardless of their marital status. That made a lot of our competitors angry, but we owe them nothing, and I was determined to have my ideas on wage scales made known."

Highlight of Hearing

Maj. Fleet's testimony was the highlight of yesterday's hearing, at which the CIO affiliate, Aircraft Local 506, and the Aircraft Welders of America, sought to prove they would be shown to represent a majority of the hourly paid employes if an election were held at the plant. Opposing this contention were representatives of the AFL organization, Aircraft Local 1125, with whom Consolidated signed a contract on wages and working conditions April 26, 1937. Since then, this group has been split, with a number of former members organizing the CIO unit.

Maj. Fleet wound up his presentation with the following statement:

"The labor movement is on trial before public opinion. I don't want to see it hurt, even though I am an employer, because I, too, once had to pack a dinner pail. But, constant concessions to labor eventually will kill the goose that laid the golden egg."

10,477 Wage Increases

He showed that since establishment of the plant in San Diego, the firm has granted 10,477 individual wage and salary increases, totaling $1,062,068.54, exclusive of the general 10 per cent boost in pay granted May 2, 1937, when the contract with the union went into effect. Since then, 1139 individual wage increases have been given, costing $32,955.71, and expenditures to improve working conditions, at the request of the union, have aggregated $35,243.66 to date.

$290,000 Payroll

Average monthly payroll of Consolidated, not including executives' salaries and overtime, is $290,000, Maj. Fleet revealed.

Several weeks will be required to consider the evidence presented by the unions yesterday before the NLRB will announce whether an election at the factory is necessary, according to Atty. William Walsh, of the Board.

The hearing was called to determine whether an election is necessary at the Consolidated plant to decide whether the CIO

Consair [illegible]ds; A.F.L. Men 'Satisfied'

SD Union 5/13/38

A hearing on a petition for a plant election at the Consolidated Aircraft Corp., to determine what bargaining agency shall represent production employes, ended yesterday afternoon. In session in the federal court room three days, the hearing was concluded after A.F.L. representatives and other witnesses testified they were "satisfied" with conditions at the plant. Among them were George Dayton, president of the A.F.L. Machinists' union, who described the history of labor organization at Consolidated, and John Waskey, who described negotiation meetings between the management and the union. Final decision on whether an election will be held, as requested by the United Automobile Workers of America, aircraft local 506, C.I.O. affiliate, will be made by the national labor relations board in Washington, D. C.

50 Palm Trees Brennan's 'Loot' From Honolulu

SD Union 5/3/38

By JERRY MacMULLEN

The "Brennan touch," it appears, has extended some 2200 nautical miles southwesterly from San Diego.

Back at his desk yesterday morning after a vacation in Honolulu, Port Director Joe Brennan announced that he had "obtained" 50 coconut palms, for planting on Shelter island. Queried as to how much they would cost, he said that he thought of the same question, but that all the satisfaction he could get from Earl Thacker, of the Honolulu harbor commission, was "Never mind about that—all you've got to do is to collect them at Wilmington." They're coming in the Matson liner Matsonia, commanded by Capt. Frank A. Johnson, for many years a resident of San Diego. Capt. Johnson was master of the old Yale.

Joe Brennan

The donation of the palm trees by the Honolulu commission followed Brennan's attendance at one of their meetings. While he was there they fired questions at him on how San Diego handled various port problems. He also attended a meeting of the Honolulu chamber of commerce harbor committee and in general made a one-man goodwill tour of what was supposed to have been a month's rest.

PLANE EASE—AND NAVY

Honolulu has splendid facilities for the transpacific planes, Brennan found, but he is sure that San Diego can equal them. There is the same long runway here, and in lieu of Honolulu's seaplane drydock, the big flying boats can be hauled out here with the city's crane.

Brennan was at Honolulu while the navy was there, and met Adms. Claude C. Bloch, U. S. fleet commander-in-chief, and E. C. Kalbfus, battle force commander, as well as Vice Adm. W. T. Tarrant, former district commandant here, who now commands the scouting force. In Honolulu with Brennan was Maj. R. H. Fleet, Consolidated Aircraft president, who went to the mid-Pacific base to check up on the planes from the local plant. Brennan said that everyone in Honolulu was enthusiastic over the performance of the San Diego-built planes in the boisterous weather which greeted certain phases of Fleet Problem XIX.

HUGE FLYING DESTROYER SOON IN HANDS OF NAVY PILOTS

Giant bomber starts last phase of its flight tests before delivery to U. S. navy.

S D Union 5/4/38

Consair Bomber Tests Near End

Consolidated's 30-ton multimotored long-range patrol bomber, launched several weeks ago, is entering the last phase of its exhaustive flight tests before being turned over to the navy, it was announced yesterday at the Lindbergh field plant.

William Wheatley, test pilot, has been taking the plane aloft several times a week to work out the bugs" before navy pilots take over controls.

Consolidated is competing with Sikorsky for a contract which, if successful, will mean millions of dollars of new airboat construction for the local plant. The "flying destroyer" is reputed to be probably the most powerfully armed of its type in the world. It is swifter and of greater cruising range than the PBY type planes now forming a major part of equipment of fleet patrol wings.

Britons Visit Consair Plant

Headed by Air Commodore James G. Weir, a five-man British air commission, on a tour of the nation's aircraft factories, inspected the Consolidated plant at Lindbergh field Monday.

Traveling with Commodore Weir were Comdr. Caspar John, British admiralty representative; Squadron Leader Charles E. Horrex, test pilot for Martleston Heath works at Suffolk; Frederick Romarth, air ministry delegate, and Air Commodore Arthur T. Harris, chief No. 4 bombardment group, royal air force.

Tho commission is touring the United States to purchase American military and naval aircraft which are exportable under the present policy of the war and navy departments. Locally this would apply to the airboats of the PBY-1 type manufactured by Consolidated but would not apply to either the latest type PBY's now being delivered to the fleet or to the new four-motored plane receiving its initial acceptance tests for the government.

The commission left Monday night for Los Angeles and Seattle.

ARCHBOLD HOP SLATED JUNE 1

Scientist To Leave S. D. In Consair Plane

S D Sun 5/8/38

By United Press

NEW YORK, May 7. — The American Museum of Natural History announced tonight that Richard Archbold, research associate of the department of mammals, will take off June 1 on an 8000-mile flight across the Pacific from San Diego to Dutch New Guinea to join the museum's 1938 expedition there.

Eight-Day Flight

The eight-day flight will be by way of Hawaii, possibly Wake Island and Guam. The 1900-mile journey from Guam to Hollandia, D.N.G., will be the first over that particular stretch of water.

Archbold will be accompanied by Russell Rogers, co-pilot; Raymond E. Booth, radio operator; Gerald D. Brown, flight engineer, and Capt. Lewis A. Yancey, navigator, in a plane similar to that in which he made the first flying boat crossing of the continent in 1937.

In Consair Plane

The new craft, built by Consolidated Aircraft Corporation of San Diego, is equipped with two 1000-horsepower engines, has a cruising range of 4000 miles and a cruising speed of 140 miles an hour.

Archbold will establish a base camp on the fresh water lake, Sentani, a few miles inland from Hollandia, and will transport members of the expedition to Lake Habbema, 11,000 feet above sea level near 15,560-foot Mt. Wilhemina. The collecting party will work up to snow line and down to 5000 feet. It will receive food supplies dropped by parachute from the plane. The expedition will collect mammals, birds and plants.

CONSAIR CHIEF IN NLRB PLEA

S D Sun 5/10/38

Fleet Protests Another Vote On Bargaining

A plea to maintain industrial harmony at the Consolidated Aircraft Corp. plant was made today by Maj. Reuben H. Fleet, president of the concern, at a National Labor Relations Board hearing in Federal court here.

The hearing was called to receive a petition by the CIO Aircraft Local 506, and the Aircraft Welders of America, requesting an election at the plant to determine the collective bargaining agency for the hourly paid workers. Contesting the petition was Aircraft Local 1125, AFL affiliate, with which Consolidated signed a contract on wages and working conditions April 26, 1937.

Protests 'Whipsaw'

"We do not attempt to influence our men's choice of bargaining agencies, but we do not wish to be whipsawed between two labor factions," Maj. Fleet said.

"We are entitled to aid from NLRB to keep industrial peace. Until the majority of our 2500 hourly paid factory workers actually petitions the board to choose another bargaining agency, I hope you will not subject our organization to the turmoil of another labor election.

Pay High Wages

Maj. Fleer itemized a large number of wage and salary increases given by the concern since the contract with Aircraft Local 1125 went into effect.

"Aside from possibly one other firm, we are paying the highest wages of any aircraft factory in the United States," he said. "We are bidding on world business and can't get it, because of the high price we must charge. We are paying all we can and the management now is struggling to land more contracts to keep its workers employed."

Lieut George Boyle hopefully took off on the first airmail flight of U S. history May 15, 1918, a few minutes after the above photograph was taken, showing him, in helmet at right, carefully planning with his chief, Maj. Reuben H. Fleet, the route between Washington and Philadelphia. He got as far as Waldorf, Md., where he lost his course, landed in a plowed field, and broke his plane's propellor.

MORE THAN 2000 PLANES BUILT BY CONSOLIDATED IN 15 YEARS

S D Tribune 5/17/38

"1923-1938 Consolidated, A Pioneer in the Development of Long-Range, Over-Water Aircraft.

"First, Consolidated's Commodore —14 ships of this type were built. Twelve are still in active service.

"Then came the Ranger—55 of this model were constructed.

"Consolidated's PBY type, the plane San Diegans know, built here. Two-hundred and twelve of these patrol bombers delivered, or now building.

"And now, XPB2Y-1—newest and mightiest arm of the navy's coast defense.

"Fifteen short years—yet those vital years in which American aviation cast off its swaddling clothes in a super-conquest of space and time. Consolidated looks backward on achievements almost incredible, yet forward confidently toward a future development beyond the bounds of present-day imagination!"

This summary, with photos illustrating the various kinds of aircraft built by Consolidated, keynotes the 100-page special edition of 15,000 copies of Consolidator, monthly publication of the Consolidated Aircraft, corp., out this week. The 15,000 copies, celebrating Consolidated's 15th anniversary, have circulation throughout the world, said Frank A. Learman, editor and business manager.

Support of 1200 Families

Of special significance to San Diego's observation with the rest of the nation of "air mail week" next weeks is an account in the publication of Maj. Reuben H. Fleet, president and manager, Consolidated Aircraft Corp. Fleet, who won the rating of junior military aviator at Rockwell field in 1917 as the United States entered the World War, was officer-in-charge of the airmail when it was first inaugurated in May, 1918, between Washington, D. C., and New York. The magazine prints a picture of Fleet, dressed in flying togs, standing beside President Wilson.

Under the heading "15 Year Facts," are the statements that since 1923 Consolidated has built more than 2000 planes. . . . Consolidated planes have flown more than 615,000

History, non-stop transcontinental San Diego to New York, 2700 miles, 17 hours, 3 minutes.

Aug. 19, 1937, to Sept. 24, 1937: Commercial PBY, Sir Hubert Wilkins, who acquired Archbold's plane to search for missing Russian transpolar fliers, New York to Aklavik, North West Territory, Canada, 19,000 miles over Arctic wastes.

Dec. 3, 1937: Commercial PBY, Archbold, non-stop transcontinental, San Diego to Miami, Fla., 2300 miles, 14 hours, 10 minutes.

Dec. 8, 1937: Routine navy delivery, 14 PBY's, San Diego to Coco Solo, C. Z., 3087 miles, 22 hours, 20 minutes.

Jan. 19, 1938: Routine navy delivery, 18 PBY's, non-stop formation San Diego to Pearl Harbor, 2553 miles, 20 hours, 30 minutes.

Feb. 26, 1938: Commercial PBY, Archbold, non-stop transcontinental San Diego to Miami, 2300 miles, 12 hours, 35 minutes.

That Consolidated is known round the world is shown in a report that the firm is represented in the following places: Argentina, Chile, Paraguay, Australia, New Zealand, Papua, Bolivia, Peru, Brazil, China, Colombia, Mexico, Portugal, Venezuela, Siam, Roumania and Jugoslavia. The firm also sent engineers to Russia.

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Hearing Ends At Consolidated

S. D. Union May 13, 1938

After A. F. of L. Machinists' union had presented members and non-members to testify that conditions were "satisfactory" at Consolidated Aircraft Corp. plant here, a national labor relations board hearing adjourned yesterday afternoon.

The hearing was called on request of members of United Automobile Workers of America, aircraft local 506, a C.I.O. affiliate, who petitioned for a plant election to determine the bargaining agency for employes.

Yesterday's session, the third day, concluded testimony in the complicated case involving three jurisdictional disputes in the plant. The third union involved was the United Aircraft Welders of America, which sought to keep its craft separate from both the other organizations.

The session opened with John M. Orr, executive secretary of the C. I. O. group on the stand as attorneys sought to trace funds of Orr's organization, while it still was an A. F. of L. affiliate. Examiner George Kennedy ruled the evidence out of order on the grounds the board has no jurisdiction over funds or records or their use of ownership.

George Dayton, president of the Machinist's union, traced the history of labor organization in the plant and John Waskey described negotiation meetings between the management and the union. Other witnesses were called to tell of their satisfaction under the A. F. of L. set-up.

Findings of the examiner will be turned over to the board in Washington for final decision as to whether an election shall be held.

Red Law Rules A.F.L., Consair Hearing Charge

S D Union 5/7/38

Charge that the preamble to the A.F.L. constitution was "taken from a Communistic manifesto" enlivened an otherwise drab session yesterday afternoon at a hearing before a national labor relations board examiner on a plea of a C.I.O. affiliatie for an election to determine the collective bargaining representative for Consolidated Aircraft Corp. employes.

The hearing, which opened before George Kennedy Tuesday, is being conducted in the federal courtrooms and probably will be ended this evening. A ruling from the labor board in Washington then will be handed down.

CONTROVERSY INVOLVED

The A.F.L. preamble charge was hurled by Bert Simmons, who testified that he formerly was employed at Consolidated; that for a brief time he was a member of the A.F.L. and paid his dues with $5 he said he found in his tool box, and that he now is employed at North Island.

Another tangle in an already complicated labor picture at the plant is the intervention of United Aircraft Welders of America in the hearing, asking recognition as a craft and without affiliation with either the C.I.O. or the A.F.L.

The current dispute dates to April 10, 1937, when a national labor relations board election was held to allow employes to choose between the Consolidators, described on the stand yesterday as a "so-called company union," and Aircraft lodge 1125, International Association of Machinists, A.F.L.

VOTE WON BY A.F.L.

The A.F.L. was victorious, and a contract was entered into with the management April 26, 1937. On July 7, witnesses testified, the machinists' union was ordered dissolved by its executive board, and a majority of the members joined the United Automobile Workers of America, local 506, a C.I.O. affiliate. The A.F.L. unit was reorganized and functioned under terms of the contract.

Meantime, C.I.O. members claim they have a majority, and that if an election is held non-union members "who are afraid they will be discriminated against if they join the C.I.O." will favor that union. Witnesses yesterday afternoon testified along this line, and this morning the A.F.L. backers are expected to put their men on the stand.

The A.F.L. also challenges legality of the July machinists' union vote, and contends that a majority of machinist union members did not participate.

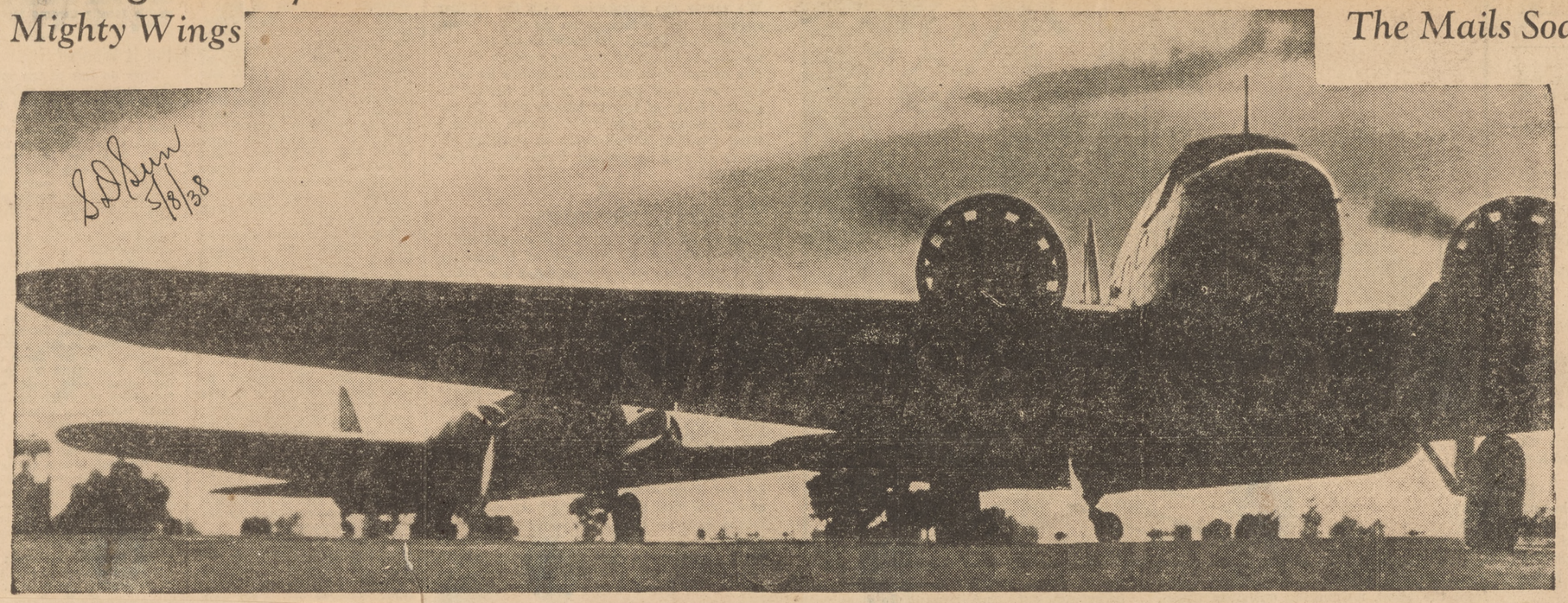
PAPERS PUT IN EVIDENCE

The morning session was marked by an exchange between counsel when certain papers were requested of John M. Orr, U.A.W. international representative and president of the local C.I.O. council. The request came from the machinists' counsel, and when they were handed over, the attorney gave them to Thomas McNett, international machinists' representative.

The examiner ordered the papers offered in evidence and then returned to Orr.

San Diegans Key Men In 20 Years Of Uncle Sam's Air Mail Growth

On Mighty Wings — *The Mails Soar*



Near Battle at Consair Hearing As A.F.L. Tries To Grab Records

An attempted "lifting" by counsel for Aircraft lodge 1125, International Association of Machinists, A.F.L., of certain documents in possession of local 506, United Automobile Workers of America, C.I.O., enlivened a national labor relations board hearing in federal court here today.

The hearing, which opened yesterday, was called by the board to determine whether to hold a board election to decide a bargaining agency at Consolidated Aircraft Corp. The hearing was asked by the U.A.W., which claims support of a majority of employes at the plant, where the machinists hold a contract.

The documents, including the machinists' A.F.L. charter and minute records, have been in possession of John M. Orr, international representative of U.A.W. and president of the local C.I.O. council, who today was a witness at the hearing.

The papers were requested by Orr, apparently for purposes of evidence, by machinists' counsel. Orr handed them over, but the attorney, instead of identifying them for the record, gave them to Thomas McNett, international machinists' representative, here from Seattle for the hearing.

"Just a minute," interposed the U.A.W. attorney. "What do you intend to do with those documents—keep them or use them in evidence?"

"We intend to keep them," was the reply. From the spectators' gallery, crowded with C.I.O. and A.F.L. partisans, came angry murmurs, quickly quieted when Examiner George Kennedy ordered the papers offered in evidence and rturned to Orr.

Fleet Opposing C.I.O.

In the course of his testimony, Orr explained that he had come into possession of the charter and minute records when the machinists' union was ordered dissolved by its executive board after an election last July. In the election, he stated, a majority of the members voted to affiliate with the C.I.O.

"The minutes will show that the machinists' union was dissolved last July," Orr stated. "As secretary of the old organization, I assumed charge of all documents."

A.F.L. sympathizers have held that the July election was invalid and that a majority of Machinist union members did not participate. They declare the only legal ballot was that taken last April, when Consolidated employes chose the A.F.L. union as their bargaining agent with the management.

In the April election, the machinists were opposed only by an independent union known as the Con-

last beyond the end of the week was expressed by road officials. In any event, it would not be effective beyond June 30, end of the fiscal year. Starting July 1, the department would be operating upon a new budget, not requiring extra transfers.

Bellon today declared that the lay-off was a gesture, from which the workers would suffer needless loss of pay. He said the road department payroll fund was not affected, and that the department had "plenty of money" to pay its

* * *

Maj. Reuben H. Fleet And Otto Praeger Take Spotlight As Nation Prepares To Celebrate Anniversary Of Winged Service

Next Sunday the United States will celebrate the 20th anniversary of its air mail service, National Air Mail Week having been proclaimed from May 15 to 21. In a series of articles, of which this is the first, the important part played by present San Diego residents in launching this daring venture will be told.—THE EDITOR.

By HAROLD KEEN

TWENTY years ago this month, two San Diegans were plotting to "shrink" the map of the United States.

They had a fantastic notion that wings could be put on the mail, first from New York to Philadelphia to Washington, later across the death trap of the Alleghenies to Chicago, and then some day—over the Rockies to San Francisco.

Their scheming, given ludicrous expression when an Army pilot, on the first airmail flight in U. S. history, lost his course and nosed over in a plowed field, eventually proved to be the foundation of the world's greatest air transport system.

Fleet, Praeger Due Honor

And as the nation today prepares to celebrate the 20th anniversary of the air mail's founding on May 15, 1918, the spotlight swings to Otto Praeger and Maj. Reuben H. Fleet, the pair perhaps most responsible for inauguration of the service.

In his home at 4437 Cleveland-ave, where he is confined by arthritis, Otto Praeger yesterday looked back two decades, to a time when he was second assistant postmaster general of the United States and the man to whom Postmaster General Burleson had just said:

Preface 4 Years Early

"If you think we can start an air mail service and keep it going, I'll get you all the money you need."

But the story of Otto Praeger's role in the launching of the "aerial mail," as it was known in 1918, has its preface four years earlier.

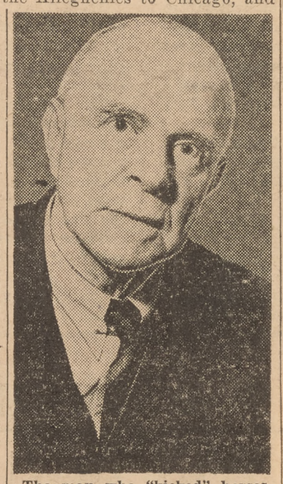
For, if Otto Praeger had not "kicked" the mail carriage horses off the streets of Washington, D. C. in 1914 and 1915, he probably would not have been chosen to vault the Postoffice Department above ground in 1918.

Burleson Speed Fanatic

In four years, Mr. Praeger spanned centuries of transportation progress—from the horse-drawn vehicles to the airplane.

Burleson was a fanatic on speeding up the mails. When Mr. Praeger was postmaster of Washington, D. C. in 1914, he was instructed to make his city a testing ground for the primitive, wheezing trucks that terrified man and beast.

Turn to Page 4-B, Col. 4



The man who "kicked" horses out of the postal service, motorized mail delivery, and then sent the mails through the air—all in the span of four years—is a San Diego resident today. He is Otto Praeger, pictured above in his home, who two decades ago was second assistant postmaster general of the United States, in charge of the "aerial mail."

San Diegans Key Men In Air Mail Anniversary

Continued from Page 1-B

ceeded full blast. The mail delivery service inside Washington was accelerated.

Trucks replaced horses in other major cities. The demand for drivers far exceeded the qualified supply.

"The Civil Service Commission had to shut one eye in certifying truck drivers for the postal service in those days," Mr. Praeger recalled.

People Charged Rashness

"People said we were being rash, that the mail would be stalled continually by our equipment breaking down. But we showed the skeptics. We showed them that trucks provided a better and cheaper service, and the postoffice department adopted this revolutionary system of moving the mails."

Motorizing the U. S. Mail service required 18 months of Mr. Praeger's time, while he officially was postmaster of Washington, D. C. Postmaster General Burleson was satisfied, and he was ready for a still more phenomenal undertaking.

Mr. Praeger was appointed second asisstant postmaster general, and in the winter of 1918, he was told to get the mail into the air.

That's where Maj. Reuben H. Fleet, now president of San Diego's Consolidated Aircraft Corp., came into the picture.

After conferring with the War Department and the National Advisory Committee on Aeronautics, Mr. Praeger told Burleson that the experts thought it could be done.

"I don't want you to start anything we may have to drop," Burleson warned.

Army Takes Over

Col. F. W. Deeds, head of Army Air Corps training during the World war, saw an excellent opportunity for severe cross-country exercise for his pilots in the proposed air mail setup. Army planes and Army fliers were offered the postoffice department. Pilots from Rockwell Field in San Diego and Kelly Field in Texas were mobilized.

And Maj. Fleet, who had learned to fly at Rockwell after his enlistment in 1917, was the man appointed to survey the first air mail route from New York to Philadelphia, pick the emergency landing fields, aid in the selection of pilots, and run the world's first postal plane service.

Fleet Gives 'Go' Signal

On May 15, 1918, Maj. Fleet gave Lieut. George Boyle the "go" signal on the initial "aerial mail" flight before President Wilson, Postmaster General Burleson, and Second Assistant Postmaster General Praeger.

(Tomorrow: The First Air Mail Flight).

Los Angeles Herald 5/17/38

Air Industry Gains Reported

Southland Plants Will Build $53,000,000 of Planes This Year

Charting a gain of more than 25 per cent over 1937, Southern California aviation manufacturing companies will produce more than $53,000,000 worth of ships this year, according to a forecast yesterday by the Board of Supervisors and the Chamber of Commerce.

Four huge aircraft plants in the Southland area will do the lion's share of the Pacific Coast's estimated $62,000,000 worth of business for 1938, the prediction said.

BACKLOGS REPORTED

Already 300 per cent ahead of 1936 orders, Douglas, Consolidated, Lockheed and North American Aviation companies delivered $12,296,309 worth of aircraft during the first three months of this year.

Meanwhile their books show heavy backlogs of civil and military orders, the report said.

Douglas, with $21,191,364 worth of Army and Navy contracts received before April, and $5,409,973 in commercial and export contracts, led the list. Consolidated was second with a total of $10,748,815, mostly Navy Department patrol bombers; North American was third with $10,375,000 and Lockheed fourth with $5,402,547.

NEW ORDER RECEIVED

A new Army order for thirty-seven cargo-transports will increase Douglas's backlog by $2,327,724, it was stated. The Santa Monica corporation's two divisions including the Northrop factory, employ 7550 men, pay a weekly $232,000 in salaries.

Douglas officials also made known the following figures on their 1937 operations:

In their twenty-three acres of roofed factory, they built 303 planes for the Army and Navy, aircraft for eighteen different nations on five continents, paid the government $1,422,373 in taxes. Douglas-built commercial transports flew 3,389,000 miles, serviced 100 major cities of the world, were used by twenty-two air lines.

TRAINERS DELIVERED

North American Aviation's first-quarter shipments included fifty basic trainers for the Army Air Corps, and the equivalent of twenty planes for export. And because the corporation has sold Eastern Airlines, it can now build commercial aircraft — a phase of manufacturing previously prohibited them under the Air Mail Act. It employs 2200 men.

At Lockheed, contracts were effected with Holland for a Java-Australia route. Great Britain, Poland and Canada.

HUGE FLYING DESTROYER SOON IN HANDS OF NAVY PILOTS

Giant bomber starts last phase of its flight tests before delivery to U. S. navy.

Lieut George Boyle hopefully took off on the first airmail flight of U S. history May 15, 1918, a few minutes after the above photograph was taken, showing him, in helmet at right, carefully planning with his chief, Maj. Reuben H. Fleet, the route between Washington and Philadelphia. He got as far as Waldorf, Md., where he lost his course, landed in a plowed field, and broke his plane's propellor.

S D Union 5/4/38

Consair Bomber Tests Near End

Consolidated's 30-ton multimotored long-range patrol bomber, launched several weeks ago, is entering the last phase of its exhaustive flight tests before being turned over to the navy, it was announced yesterday at the Lindbergh field plant.

William Wheatley, test pilot, has been taking the plane aloft several times a week to work out the bugs" before navy pilots take over controls.

Consolidated is competing with Sikorsky for a contract which, if successful, will mean millions of dollars of new airboat construction for the local plant. The "flying destroyer" is reputed to be probably the most powerfully armed of its type in the world. It is swifter and of greater cruising range than the PBY type planes now forming a major part of equipment of fleet patrol wings.

Britons Visit Consair Plant

Headed by Air Commodore James G. Weir, a five-man British air commission, on a tour of the nation's aircraft factories, inspected the Consolidated plant at Lindbergh field Monday.

Traveling with Commodore Weir were Comdr. Caspar John, British admiralty representative; Squadron Leader Charles E. Horrex, test pilot for Martleston Heath works at Suffolk; Frederick Romarth, air ministry delegate, and Air Commodore Arthur T. Harris, chief No. 4 bombardment group, royal air force.

Tho commission is touring the United States to purchase American military and naval aircraft which are exportable under the present policy of the war and navy departments. Locally this would apply to the airboats of the PBY-1 type manufactured by Consolidated but would not apply to either the latest type PBY's now being delivered to the fleet or to the new four-motored plane receiving its initial acceptance tests for the government.

The commission left Monday night for Los Angeles and Seattle.

ARCHBOLD HOP SLATED JUNE 1

Scientist To Leave S. D. In Consair Plane

S D Union 5/8/38

By United Press

NEW YORK, May 7. — The American Museum of Natural History announced tonight that Richard Archbold, research associate of the department of mammals, will take off June 1 on an 8000-mile flight across the Pacific from San Diego to Dutch New Guinea to join the museum's 1938 expedition there.

Eight-Day Flight

The eight-day flight will be by way of Hawaii, possibly Wake Island and Guam. The 1900-mile journey from Guam to Hollandia, D.N.G., will be the first over that particular stretch of water.

Archbold will be accompanied by Russell Rogers, co-pilot; Raymond E. Booth, radio operator; Gerald D. Brown, flight engineer, and Capt. Lewis A. Yancey, navigator, in a plane similar to that in which he made the first flying boat crossing of the continent in 1937.

In Consair Plane

The new craft, built by Consolidated Aircraft Corporation of San Diego, is equipped with two 1000-horsepower engines, has a cruising range of 4000 miles and a cruising speed of 140 miles an hour.

Archbold will establish a base camp on the fresh water lake, Sentani, a few miles inland from Hollandia, and will transport members of the expedition to Lake Habbema, 11,000 feet above sea level near 15,560-foot Mt. Wilhemina. The collecting party will work up to snow line and down to 5000 feet. It will receive food supplies dropped by parachute from the plane. The expedition will collect mammals, birds and plants.

CONSAIR CHIEF IN NLRB PLEA

S D Union 5/10/38

Fleet Protests Another Vote On Bargaining

A plea to maintain industrial harmony at the Consolidated Aircraft Corp. plant was made today by Maj. Reuben H. Fleet, president of the concern, at a National Labor Relations Board hearing in Federal court here.

The hearing was called to receive a petition by the CIO Aircraft Local 506, and the Aircraft Welders of America, requesting an election at the plant to determine the collective bargaining agency for the hourly paid workers. Contesting the petition was Aircraft Local 1125, AFL affiliate, with which Consolidated signed a contract on wages and working conditions April 26, 1937.

Protests 'Whipsaw'

"We do not attempt to influence our men's choice of bargaining agencies, but we do not wish to be whipsawed between two labor factions," Maj. Fleet said.

"We are entitled to aid from NLRB to keep industrial peace. Until the majority of our 2500 hourly paid factory workers actually petitions the board to choose another bargaining agency, I hope you will not subject our organization to the turmoil of another labor election.

Pay High Wages

Maj. Fleer itemized a large number of wage and salary increases given by the concern since the contract with Aircraft Local 1125 went into effect.

"Aside from possibly one other firm, we are paying the highest wages of any aircraft factory in the United States," he said. "We are bidding on world business and can't get it, because of the high price we must charge. We are paying all we can and the management now is struggling to land more contracts to keep its workers employed."

MORE THAN 2000 PLANES BUILT BY CONSOLIDATED IN 15 YEARS

S D Tribune 5/17/38

"1923-1938 Consolidated, A Pioneer in the Development of Long-Range, Over-Water Aircraft.

"First, Consolidated's Commodore —14 ships of this type were built. Twelve are still in active service.

"Then came the Ranger—55 of this model were constructed.

"Consolidated's PBY type, the plane San Diegans know, built here. Two-hundred and twelve of these patrol bombers delivered, or now building.

"And now, XPB2Y-1—newest and mightiest arm of the navy's coast defense.

"Fifteen short years—yet those vital years in which American aviation cast off its swaddling clothes in a super-conquest of space and time. Consolidated looks backward on achievements almost incredible, yet forward confidently toward a future development beyond the bounds of present-day imagination!"

This summary, with photos illustrating the various kinds of aircraft built by Consolidated, keynotes the 100-page special edition of 15,000 copies of Consolidator, monthly publication of the Consolidated Aircraft, corp., out this week. The 15,-000 copies, celebrating Consolidated's 15th anniversary, have circulation throughout the world, said Frank A. Learman, editor and business manager.

Support of 1200 Families

Of special significance to San Diego's observation with the rest of the nation of "air mail week" next weeks is an account in the publication of Maj. Reuben H. Fleet, president and manager, Consolidated Aircraft Corp. Fleet, who won the rating of junior military aviator at Rockwell field in 1917 as the United States entered the World War, was officer-in-charge of the airmail when it was first inaugurated in May, 1918, between Washington, D. C., and New York. The magazine prints a picture of Fleet, dressed in flying togs, standing beside President Wilson.

Under the heading "15 Year Facts," are the statements that since 1923 Consolidated has built more than 2000 planes. . . . Consolidated planes have flown more than 615,-000,000 miles, equal to 1285 round-trips to the moon, and have consumed more than 200,000,000,000 gallons of fuel. . . . Consolidated has been the direct support of an average af 1200 families for 15 years . . . the firm's planes have had engines installed which total more than 700,000 horsepower . . . riveters working on the planes have driven more than 110,000,000 rivets.

Since January, 1937, Consolidated planes have covered 60,000,000 square miles of territory, from San Diego to Panama, from here to Hawaii, from here to New York, from here to Miami, and from New York to Nome, states Consolidator. Added is the report that within the range of constant observation possible to PBY airplanes operating from existing United States navy bases, concentration at any base is possible in 48 hours' time.

Record Flights

Record flights the Consolidated planes have made the past 17 months are listed as follows:

Jan. 28, 1937: Routine navy delivery, 12 PBY's, non-stop formation San Diego bay to Pearl Harbor, T. H., 2553 miles, 21 hours, 43 minutes.

April 13, 1937: Routine navy delivery, 12 PBY's, non-stop formation San Diego bay to Pearl Harbor, T. H., 2553 miles, 21 hours 21 minutes.

June 21, 1937: Routine navy delivery, 12 PBY's, non-stop formation San Diego bay to Coco Solo, C. Z., 3087 miles, 27 hours, 58 minutes.

June 24, 1937: Commercial PBY, Richard Archbold, research associate American Mueseum of Natural History, non-stop transcontinental San Diego to New York, 2700 miles, 17 hours, 3 minutes.

Aug. 19, 1937, to Sept. 24, 1937: Commercial PBY, Sir Hubert Wilkins, who acquired Archbold's plane to search for missing Russian transpolar fliers, New York to Aklavik, North West Territory, Canada, 19,-000 miles over Arctic wastes.

Dec. 3, 1937: Commercial PBY, Archbold, non-stop transcontinental, San Diego to Miami, Fla., 2300 miles, 14 hours, 10 minutes.

Dec. 8, 1937: Routine navy delivery, 14 PBY's, San Diego to Coco Solo, C. Z., 3087 miles, 22 hours, 20 minutes.

Jan. 19, 1938: Routine navy delivery, 18 PBY's, non-stop formation San Diego to Pearl Harbor, 2553 miles, 20 hours, 30 minutes.

Feb. 26, 1938: Commercial PBY, Archbold, non-stop transcontinental San Diego to Miami, 2300 miles, 12 hours, 35 minutes.

That Consolidated is known round the world is shown in a report that the firm is represented in the following places: Argentina, Chile, Paraguay, Australia, New Zealand, Papua, Bolivia, Peru, Brazil, China, Colombia, Mexico, Portugal. Venezuela, Siam, Roumania and Jugoslavia. The firm also sent engineers to Russia.

S. D. Union May 13, 1938

Hearing Ends At Consolidated

After A. F. of L. Machinists' union had presented members and non-members to testify that conditions were "satisfactory" at Consolidated Aircraft Corp. plant here, a national labor relations board hearing adjourned yesterday afternoon.

The hearing was called on request of members of United Automobile Workers of America, aircraft local 506, a C.I.O. affiliate, who petitioned for a plant election to determine the bargaining agency for employes.

Yesterday's session, the third day, concluded testimony in the complicated case involving three jurisdictional disputes in the plant. The third union involved was the United Aircraft Welders of America, which sought to keep its craft separate from both the other organizations.

The session opened with John M. Orr, executive secretary of the C. I. O. group on the stand as attorneys sought to trace funds of Orr's organization, while it still was an A. F. of L. affiliate. Examiner George Kennedy ruled the evidence out of order on the grounds the board has no jurisdiction over funds or records or their use of ownership.

George Dayton, president of the Machinist's union, traced the history of labor organization in the plant and John Waskey described negotiation meetings between the management and the union. Other witnesses were called to tell of their satisfaction under the A. F. of L. set-up.

Findings of the examiner will be turned over to the board in Washington for final decision as to whether an election shall be held.

Red Law Rules A.F.L., Consair Hearing Charge

S D Union 5/7/38

Charge that the preamble to the A.F.L. constitution was "taken from a Communistic manifesto" enlivened an otherwise drab session yesterday afternoon at a hearing before a national labor relations board examiner on a plea of a C.I.O. affiliatie for an election to determine the collective bargaining representative for Consolidated Aircraft Corp. employes.

The hearing, which opened before George Kennedy Tuesday, is being conducted in the federal courtrooms and probably will be ended this evening. A ruling from the labor board in Washington then will be handed down.

CONTROVERSY INVOLVED

The A.F.L. preamble charge was hurled by Bert Simmons, who testified that he formerly was employed at Consolidated; that for a brief time he was a member of the A.F.L. and paid his dues with $5 he said he found in his tool box, and that he now is employed at North Island.

Another tangle in an already complicated labor picture at the plant is the intervention of United Aircraft Welders of America in the hearing, asking recognition as a craft and without affiliation with either the C.I.O. or the A.F.L.

The current dispute dates to April 10, 1937, when a national labor relations board election was held to allow employes to choose between the Consolidators, described on the stand yesterday as a "so-called company union," and Aircraft lodge 1125, International Association of Machinists, A.F.L.

VOTE WON BY A.F.L.

The A.F.L. was victorious, and a contract was entered into with the management April 26, 1937. On July 7, witnesses testified, the machinists' union was ordered dissolved by its executive board, and a majority of the members joined the United Automobile Workers of America, local 506, a C.I.O. affiliate. The A.F.L. unit was reorganized and functioned under terms of the contract.

Meantime, C.I.O. members claim they have a majority, and that if an election is held non-union members "who are afraid they will be discriminated against if they join the C.I.O." will favor that union. Witnesses yesterday afternoon testified along this line, and this morning the A.F.L. backers are expected to put their men on the stand.

The A.F.L. also challenges legality of the July machinists' union vote, and contends that a majority of machinist union members did not participate.

PAPERS PUT IN EVIDENCE

The morning session was marked by an exchange between counsel when certain papers were requested of John M. Orr, U.A.W. international representative and president of the local C.I.O. council. The request came from the machinists' counsel, and when they were handed over, the attorney gave them to Thomas McNett, international machinists' representative.

The examiner ordered the papers offered in evidence and then returned to Orr.

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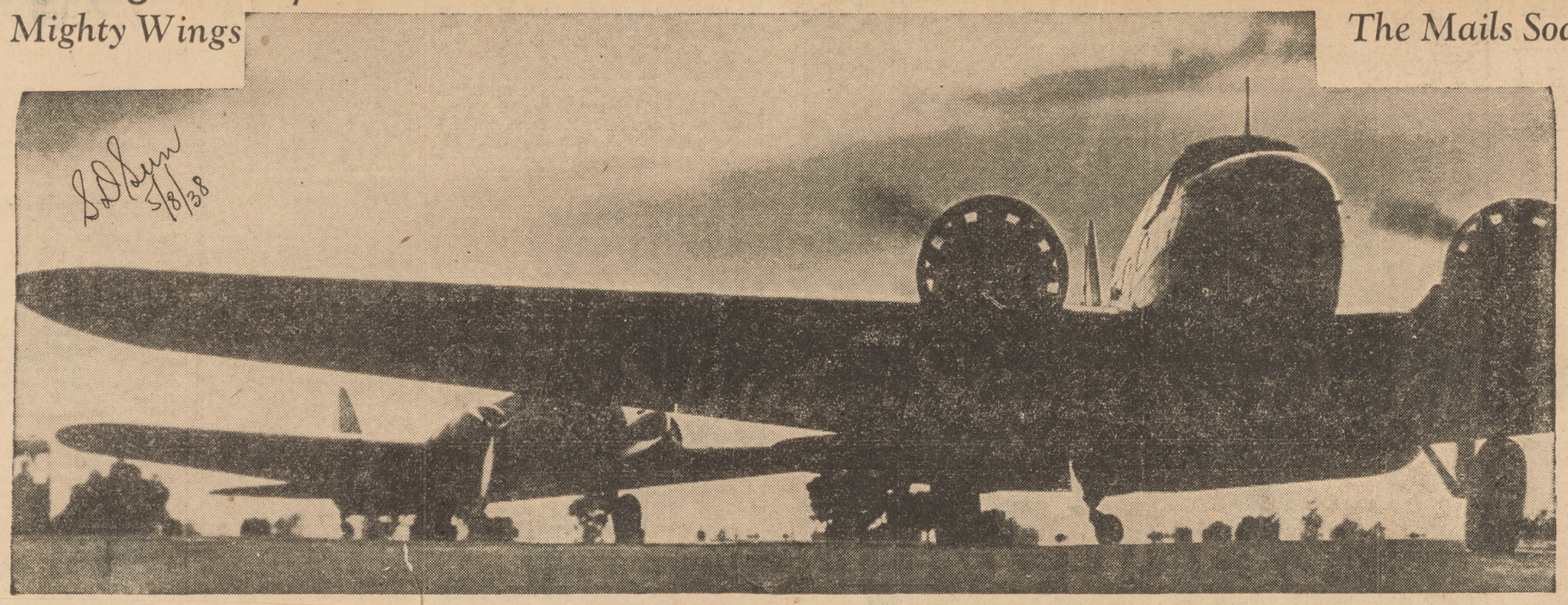

S D Sun 5/8/38

* * *

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Turn to Page 4-B, Col. 4

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S D Sun 5/17/38

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"We intend to keep them," was the reply. From the spectators' gallery, crowded with C.I.O. and A.F.L. partisans, came angry murmurs, quickly quieted when Examiner George Kennedy ordered the papers offered in evidence and rturned to Orr.

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In the April election, the machinists were opposed only by an independent union known as the Consolidators. The U.A.W. entered the field in the July election, when affiliation was transferred to the C.I.O. However, the management stood by its contract with the Machinists' union and refused to recognize the U.A.W.

The contract, covering wage and working conditions, expired in April. The U.A.W., claiming its members are not properly represented by the machinists, are asking the labor board to order an official election before a new contract is negotiated. William Walsh, Los Angeles, labor board attorney, is acting as adviser.

Maj. Reuben H. Fleet, Consolidated president, was a witness yesterday. Stating wages and working conditions of employes were predicated on the plant's income and expenses he asked that the C.I.O. petition be denied.

Counsel for the U.A.W. expected to call six or seven additional witnesses today, all employes of the aircraft firm.

San Diegans Key Men In Air Mail Anniversary

Continued from Page 1-B

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That's where Maj. Reuben H. Fleet, now president of San Diego's Consolidated Aircraft Corp., came into the picture.

After conferring with the War Department and the National Advisory Committee on Aeronautics, Mr. Praeger told Burleson that the experts thought it could be done.

"I don't want you to start anything we may have to drop," Burleson warned.

Army Takes Over

Col. F. W. Deeds, head of Army Air Corps training during the World war, saw an excellent opportunity for severe cross-country exercise for his pilots in the proposed air mail setup. Army planes and Army fliers were offered the postoffice department. Pilots from Rockwell Field in San Diego and Kelly Field in Texas were mobilized.

And Maj. Fleet, who had learned to fly at Rockwell after his enlistment in 1917, was the man appointed to survey the first air mail route from New York to Philadelphia, pick the emergency landing fields, aid in the selection of pilots, and run the world's first postal plane service.

Fleet Gives 'Go' Signal

On May 15, 1918, Maj. Fleet gave Lieut. George Boyle the "go" signal on the initial "aerial mail" flight before President Wilson, Postmaster General Burleson, and Second Assistant Postmaster General Praeger.

(Tomorrow: The First Air Mail Flight).

Air Industry Gains Reported

Los Angeles Herald 5/17/38

Southland Plants Will Build $53,000,000 of Planes This Year

Charting a gain of more than 25 per cent over 1937, Southern California aviation manufacturing companies will produce more than $53,000,000 worth of ships this year, according to a forecast yesterday by the Board of Supervisors and the Chamber of Commerce.

Four huge aircraft plants in the Southland area will do the lion's share of the Pacific Coast's estimated $62,000,000 worth of business for 1938, the prediction said.

BACKLOGS REPORTED

Already 300 per cent ahead of 1936 orders, Douglas, Consolidated, Lockheed and North American Aviation companies delivered $12,296,309 worth of aircraft during the first three months of this year.

Meanwhile their books show heavy backlogs of civil and military orders, the report said.

Douglas, with $21,191,364 worth of Army and Navy contracts received before April, and $5,409,973 in commercial and export contracts, led the list. Consolidated was second with a total of $10,748,815, mostly Navy Department patrol bombers; North American was third with $10,375,000 and Lockheed fourth with $5,402,547.

NEW ORDER RECEIVED

A new Army order for thirty-seven cargo-transports will increase Douglas's backlog by $2,327,724, it was stated. The Santa Monica corporation's two divisions including the Northrop factory, employ 7550 men, pay a weekly $232,000 in salaries.

Douglas officials also made known the following figures on their 1937 operations:

In their twenty-three acres of roofed factory, they built 303 planes for the Army and Navy, aircraft for eighteen different nations on five continents, paid the government $1,422,373 in taxes. Douglas-built commercial transports flew 3,389,000 miles, serviced 100 major cities of the world, were used by twenty-two air lines.

TRAINERS DELIVERED

North American Aviation's first-quarter shipments included fifty basic trainers for the Army Air Corps, and the equivalent of twenty planes for export. And because the corporation has sold Eastern Airlines, it can now build commercial aircraft — a phase of manufacturing previously prohibited them under the Air Mail Act. It employs 2200 men.

At Lockheed, contracts were effected with Holland for a Java-Australia route, Great Britain, Poland and Canada.

Patrol Planes To Fly To A

SQUADRONS TO OPERATE OVER ALASKAN GULF

Four San Diego Aircraft Tenders To Serve Airboats

San Diego-based Navy patrol squadrons will leave North Island late next month to engage in the annual training program of Aircraft Scouting Force at the Gulf of Alaska, it was announced here yesterday.

Officers on the staff of Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, refused to disclose the exact dates the bombers will take off for Alaska, but stated that the complete schedule has been submitted to Adm. Claud C. Bloch, Fleet commander-in-chief, for approval.

May Leave June 25

From semi-official sources it was learned, however, that the aircraft will leave here about June 25, five days after the aircraft tenders Wright and Langley head toward Sitka, Alaska. The other two locally-based plane tenders, the Lapwing and Teal, are slated to steam north May 30 and 31, respectively. The Lapwing's destination is Seattle, where she is due June 4, and the Teal will remain at Puget Sound until May 30, departing for Sitka.

All four vessels, it is believed, will serve as floating bases for the planes and flight personnel during operations between Sitka and Kodiak, on opposite sides of the Gulf of Alasaka.

48 Planes May Take Part

Last year, 24 Navy seaplanes from San Diego participated in the summer flights in the far north. If all four Aircraft Scouting Force units are ordered north this year, a total of 48 craft probably will make a spectacular non-stop mass flight to Seattle before proceeding to Sitka. All North Island patrol squadrons have been equipped with new PBY Consolidated bombers.

60 Million Mile Span Claimed For Navy Planes

Consolidated Aircraft Corp. officials, preparing to celebrate the company's 15th anniversary this month, yesterday estimated that its twin-engined Navy patrol bombers can patrol 60,000,000 square miles of the earth, as shown in non-shaded portion of map above.

☼ ☼ ☼

Sixty million square miles of the earth's surface!

This is the phenomenal "coverage" Consolidated-built patrol bombers can give the United States Navy at any moment an enemy Fleet appears headed toward our shores, it was estimated yesterday as the San Diego plane concern this month celebrates the 15th anniversary of its formation.

The big twin-engined bombers, whose majestic wings already have spread across the Pacific to Hawaii, down the Mexican and Central American coast to Panama, across the United States, over Canada into the shadow of the Arctic Circle at Aklavik, and across the mist-shrouded waters of the Gulf of Alaska—these giant planes already have proved they can patrol a great sea area which must be clear of hostile raiders if the United States is to consider itself safe.

Consolidated officials yesterday drew out compasses and charts and did some tall figuring.

4000 Miles Non-Stop

They worked on the assumption that a PBY bomber, because it has a cruising range of 4000 miles, can go on a patrol mission 2000 miles from its base, drop its lethal load, make vital observations, and return to its base without stopping.

Thus, from established naval bases at San Diego, Seattle, Sitka, Coco Solo, Pensacola, and Norfolk, the PBY's can range over trackless ocean wastes totaling 60 million square miles. And wherever the enemy marauders are "spotted," the entire force of long-range bombers can be concentrated—at any U. S. Naval base in the Atlantic or Pacific—in 48 hours!

By the end of this year, Consolidated will have turned out 209 patrol planes in four contracts. With spare ships, the total number of PBY airboats bearing Navy insignia on Jan. 1, 1939, will be close to the 250 mark. With the greatest number of bombers naturally in San Diego, Coco Solo and Hawaii, every portion of the mainland and its insular possessions will be provided with keen-eyed sentinels, unceasing in their vigilance in an era when wars are under way long before they are declared.

The patrolling efficiency of the Consolidated bombers over the Pacific has been demonstrated on the three mass flights of 42 airboats from San Diego to Pearl Harbor, and two delivery trips of 26 planes to Coco Solo.

Flies Cross Country

Lieut. (jg.) James M. Peters last month conclusively demonstrated that squadrons of Consolidated bombers can be shifted from the West to East Coast over night when he flew from San Diego to Pensacola, much of his route overland, in less than 11 hours. Operating out of Florida, Norfolk, or New York, the planes would be in a position to intercept an aggressor 2000 miles from the Atlantic shore.

From Hawaii, the long arm of the Navy's new sky fleet extends protectively toward the strategic islands of Wake, Midway and Guam on the west, and Canton, Enderbury and Samoa on the south. From Sitka, Alaska, the Aleutians are patrolled.

And when the planes are based at Guam, as recent reports from Washington indicate will occur in the near future, the big ships will be within easy distance of the Philippines.

Sixty million square miles is a lot of territory, but the Navy must be prepared to go far to sea in case of hostilities, and its advance messengers of death for the enemy already are "tuned up" to roar away at top speed—just in case.

Navy Plane With 6 Forced Down 140 Miles Off Miami

PLY WASH. D.C. POST

Miami, May 15 (U.P.).—A United States Navy patrol bombing plane, one of 13 flying from the Canal Zone to Norfolk, made a forced landing in the Atlantic 140 miles northeast of here when it ran out of fuel.

The bomber, with a crew of six, became separated from the squadron in a fog over Cuba when its voice radio transmitter failed. It made the forced landing safely alongside the S. S. City Service Toledo, which communicated a report to the Coast Guard base here.

The 12 other planes of the squadron landed here and the one which made the forced landing joined the squadron after refueling from two seaplanes from the Coast Guard air base here.

TO BUY U. S. BOMBERS

The Netherlands Plans to Bolster Its Naval Defense.

THE HAGUE, May 20 (AP).—The Netherlands is considering strengthening its Navy and will buy a third group of 39 American-made bombing planes for the Army in Java, the government announced today in the Senate.

The government denied that any military or naval pact existed between Britain and the Netherlands regarding the Netherlands East Indies, which include Java.

WASH. POST 5/21/38

WASH. "POST" A—14 5/22/38

ARMY ORDERS 13 NEW TYPE PLANES

$3,168,265 Contract Is Let for Formidable Pusher Style 'Airacudas.'

Awarding of a $3,168,265 contract for 13 of the revolutionary new twin-engined pusher fighters known as "airacuda," with which to equip an entire Army Air Corps squadron for service test purposes, was announced yesterday by Acting Secretary of War Louis Johnson.

The contract, awarded to the Bell Aircraft Co. of Buffalo, N. Y., calls for 13 of the new fighters, including spares, to be equipped with new-type engines developed by the Allison Engineering Corp., Indianapolis, in conjunction with Army Air Corps engineers.

The new fighters include a number of radical changes in design not found in any other military airplane in the air forces of any country. It is characterized by Mr. Johnson in announcing the contract, as "further proof of the leadership which, up to the present time, has been maintained by American aeronautical engineers."

The speed of the new fighter is a military secret, but Mr. Johnson said it is fast enough "to overhaul any modern bomber now in production or building."

One of the most unusual features is the use of pusher propellers behind the wing, the forward portion of the engine nacelles, in the wings, being given over to wing gunners, who have a free field of fire and observation to the front, uninterrupted by engine or propeller and free from the propeller blast, a handicap to gun maneuver and accuracy.

The new airplanes are to be equipped with six guns, including two aircraft cannon—the most powerful armament ever carried on a fighter. Each ship will be manned by a crew of five—pilot, co-pilot-navigator, radio operator-gunner and two wing gunners. All members of the crew may change places without difficulty while in flight and complete telephone intercommunication is provided among all stations. Crew compartments are to be electrically heated for operation at fighting altitude, over 30,000 feet.

400-Mile-an-Hour Planes for Army

Contract Let to Build 13; Craft Will Carry 6 Guns

By L. W. Meredith

Staff Correspondent International News Service

WASHINGTON, May 21.—(INS)—The War Department today contracted for its mighty air armada the purchase of 13 new pursuit planes of revolutionary design, capable of a 400-mile-an-hour speed, a 30,000-foot fighting altitude and carrying six guns, including two aircraft cannon.

The War Department awarded the contract to the Bell Aircraft Co., for $3,168,265 as a result of eight months of secret tests. Known as the "Airacuda," the new dual-engine pursuit ship will be a vital complement to the formidable "flying-fortress" bombers.

The planes will carry a crew of five—pilot, co-pilot-navigator, radio-operator—gunner and two outboard wing gunners—and will provide "heated compartments for all members of its crew.

WASH. "STAR" A—6 5/24/38

FRENCH AIR FORCE PROGRAM LAGGING

Nationalization of Plants Forces Government to Buy in U. S.

By PIERRE DENOYER.

PARIS, May 21 (N.A.N.A.).—Purchase of 100 airplanes from American manufacturers, announced by the air ministry this week, provides additional evidence that the nationalization of airplane manufactures in France has had disappointing results so far. Production has not lived up to expectations, and France, like Great Britain, is compelled to make purchases or manufacturing agreements in the United States, without which she cannot fulfill her rearmament program in time.

The nationalization program was adopted by the French Parliament in August, 1936. It had been advocated by leaders of the Left parties for some time on two grounds:

1. Most of the manufactures were situated in the Paris region. Thus concentrated in a small area, at a short distance from the border (less than 90 minutes by airplane), they were very vulnerable in case of war.

Priavte Plants Antiquated.

2. The private manufactures had antiquated equipment. Their production was slow. Strikes due to bad management often made it slower and delayed deliveries. Their financial structure was too weak for them to expand fast enough to face the needs of the rearmament program. None was able to buy enough machinery and equipment to take care of an expanded war production.

The purpose of the nationalization law presented by the Popular Front government, immediately after coming to power, was twofold. One was to remove a number of factories to remote parts of France, where production might continue, whatever happens to the northeast of France and to Paris. The second was to build and equip the new factories in such a way that manufacturing on a much larger scale would soon be possible.

The government could have extended financial assistance to private companies, and asked them to move to more modern quarters in distant parts of the country. But some of them were already heavily indebted. It was preferred to keep a close control of the use of the government funds injected in the industry.

Reform Under Pierre Cot.

Under a young and daring air minister, Pierre Cot, the reform took place. Most of the private manufacturers working for the army and navy have been bought by the government. Breguet, Bleriot, Potez, Farman, Bewoitine, Marcel Bloch, etc., have been expropriated, against compensation, of course.

Six new companies have been formed to regroup the plants. The government has a majority interest in all of them. A few plants have been retained in Paris and the north of France. New ones have been created and old ones have been enlarged in distant cities like Nantes, Bordeaux, Toulouse.

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Big U. S. Naval Expansion Bill Goes to Roosevelt for Signing

5/14/38

By a Staff Correspondent of The Christian Science Monitor

WASHINGTON, May 14—The new naval expansion bill—America's major share in the new world arms race—went to the President for his signature today following routine adoption by the Senate late yesterday of the conference report which smoothed out minor differences between original Senate and House bills.

The final Senate action was accomplished without fuss and without any serious challenge. The opposition which made itself vocal during the early stages of the debate subsided long before the measure reached the final stage of legislative action yesterday. It was just a question of the final dottings of i's and crossing of t's on a measure which sets up as the ten-year objective of the United States navy a fleet of 272 modern fighting ships, a fleet to be the second largest and most powerful in the world.

Briefly the measure raises by 46 ships the total number of under-age units which may legally be incorporated in the fighting ranks of the U. S. Navy. The old limit of the Vinson-Trammel bill was 226 ships or 1,262,068 tons. The new limit will be 272 ships of 1,557,480 tons. The actual cost of increasing the Navy from the old limit to the new, including a thousand more airplanes and the various auxiliaries which the Navy thinks are necessary with the increased fighting strength, is estimated at roughly $1,156,000,000. This represents the additional amount which will be spent on ship and aircraft construction during the next ten years above what would otherwise have been spent—providing Congress provides the money.

The expansion bill itself appropriates no money. Up to this time all actual appropriations for this coming fiscal year have been made under authorizations of the old Vinson-Trammel Act. The first call for actual appropriations under the new bill will come soon. Admiral William D. Leahy, Chief of Operations of the Navy, talked over this subject with the President yesterday and indicated that a second naval deficiency appropriation bill would be introduced promptly asking for about $5,000,000 with which to start construction on two more light cruisers, several fleet auxiliaries and some new-type small torpedo boats during the 1939 fiscal year.

Passage of the new bill puts naval activities near the top of the list of work done by Congress at its current session. It previously appropriated $546,866,000 as the navy's regular budget for the coming fiscal year. There is already one supplement to this regular budget before Congress amounting to $25,597,000 of which $5,000,000 is to start two more battleships and the rest to improve construction facilities in navy yards. There is also pending an authorization bill of roughly $30,000,000 to improve naval bases and stations—mostly in the Pacific Ocean area of naval activities.

There is to be at least one more, and perhaps two more, supplements to the 1939 budget appropriation before the session's naval job is finished. This will undoubtedly be the biggest "big navy" session of Congress since World War days before it is finished.

NEW AIRCRAFT INSPECTOR AT CONSAIR NAMED

Navy Calls Lieut.-Comdr. R. G. Mayer To S. D. Post 5/17/38

Lieut. Comdr. Roland G. Mayer, now on duty at the Naval Aircraft factory, Philadelphia Navy Yard, has been ordered to duty as aircraft inspector at the Consolidated Aircraft Corp. plant in San Diego, according to word received here today from Washington.

Present inspector at Consolidated is Lieut. Henry P. McRoberts, who assumed this duty on the death of Lieut. Comdr. Emile Chourre, killed several weeks ago on a cross-country flight.

Other changes involving San Diego naval duty in the near future will include:

Comdr. Bertram J. Rodgers, from service at the Panama Canal, to command the new 1850-ton destroyer USS Selfridge about May 25; Comdr. William G. Ludlow Jr., from executive officer, USS Dobbin, about June 20, to 16th Naval District, Cavite, P. I., as communications officer; Comdr. Hubert E. Paddock, from command of the 1500-ton destroyer USS Lamson, about June 18, to R. O. T. C. unit, Georgia Tech, Atlanta; Comdr. Alexander D. Douglas, from executive officer, USS Holland, about May 21, to operations office, Washington; Comdr. Francis P. Traynor, from command, USS Altair, about May 31, to retirement.

Comdr. Edward A. Mitchell, from command, 1500-ton destroyer USS Shaw, about June 4, to Naval War College for instruction; Lieut. Comdr. Robert E. Davenport, from command USS Jacob Jones, to duty as executive officer, USS Holland.

NAVY TO 'TEST' PATROL BOMBER

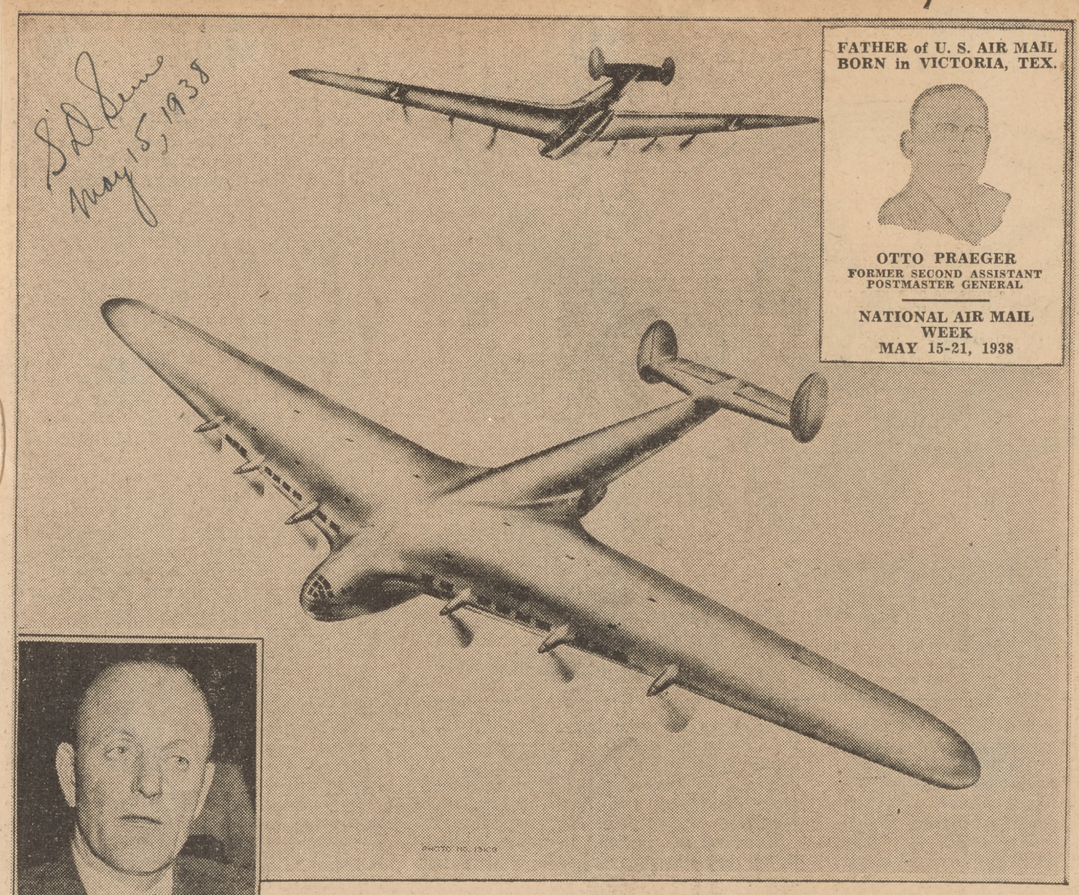
5/16/38

A Navy trial board has been sent to San Diego from Washington, D. C., to inspect Consolidated Aircraft Corporation's PBY-4 type patrol bomber, of which 33 have been ordered for delivery to patrol squadrons, it was revealed here toay.

The board is completing tests on this most advanced type of the series of four PBY planes, on which the Navy has granted construction contracts to Consolidated.

On approval of the plane by the board, the order to go ahead with production of the 33 PBY-4's at top speed will be given. It is expected all of Consolidated's PBY backlog will be completed before the close of this year, at which time approximately 250 long-range airboats, including spare planes, will have been delivered to the Navy.

What Of Airmail 20 Years From Today?



San Diegans celebrating the 20th anniversary of the airmail today considered the radical design of the airplane of the future, shown above, as conceived by Consolidated Aircraft Corp. engineers. This six-engined craft would have a probable capacity of 300 passengers, in addition to baggage and mail, with a range sufficient to cross not only the continent, but any ocean, at a speed of well over 300 miles per hour in the stratosphere. At upper right is a facsimile of the cachet issued today by the postoffice of Victoria, Tex., birthplace of Otto Praeger, a San Diego resident today, and second assistant postmaster general in charge of the airmail in 1918. Maj. Reuben H. Fleet, lower left, who was head of flight operations for the Army in the inauguration of the service 20 years ago, looks forward to the day when his San Diego aircraft plant may manufacture such leviathans of the sky as pictured above.

* * *

Program For Air Mail Week

A special air mail flight from San Diego to Phoenix, Thursday, will feature local celebration of National Air Mail Week.

Lieut. S. C. Linholm, commandant of the San Diego Coast Guard air base, will take off at 8 a. m. in a new Curtiss scout observation plane with a load of mail. He will stop at Yuma and El Centro on his return trip, dropping mail by parachute at Julian in the afternoon.

Radio broadcasts in which San Diego air mail pioneers, including Maj. Reuben H. Fleet, Otto Praeger, and Ed Havens, will participate, are scheduled.

A special cachet, depicting the take-off of Glenn Curtiss from San Diego bay, Jan. 26, 1911, in the world's first seaplane flight, has been issued by the local postoffice.

Big Strides In Service Made Since Inauguration In 1918; Consair Chief Predicts Plane Of Future To Span U. S. In 8 Hours

Today San Diego, along with communities throughout the United States, celebrates the 20th anniversary of the first airmail flight in American history. In the following article, sixth and last of a series which has told the important part played by San Diego residents in launching this service, aviation development of the past two decades is appraised and a glance is cast into the future.—THE EDITOR

By HAROLD KEEN

From its limping start of 20 years ago, the U. S. airmail, celebrating two decades of progress today, has gone an astonishingly long way, has attained performance capabilities undreamed of in 1918.

Yet even the builders and pilots of today's powerful airliners hesitate to risk a forecast of fantastic developments they are certain will accur in aviation during the next 20 years.

Additional details on Air Mail Week on Page 6D

On May 15, 1918, four "flying cheeseboxes" were provided the Postoffice department by the Army. They were "Jennies," powered by 150 h. p. Hispano-Suiza engines. Those whose faith in the planes overcame their better judgment crammed as much as 350 pounds of mail in them at a time.

Navigation by Sight

They possessed no radio guides. Navigation was entirely by visual contact. It required all the skill of the U. S. Army Air Corps to fly those ships over the 218-mile course from Washington to New York, with an intermediate stop at Philadelphia.

On May 15, 1918, the first plane to take off with airmail got exactly 30 miles out of Washington before it wound up in a plowed field. The 90 miles from New York to Philadelphia that day was flown in 80 minutes; the 128 miles from Philadelphia to Washington was covered in 100 minutes.

Today transports, with a payload capacity up to 5000 pounds, dash across the continent on "aerial highways" rigidly kept in zones of safety by radio beams, at a speed of three miles a minute and more. Engines of 1000 horsepower attract little attention today.

Plane of Future

What will the winged mail-carrier of tomorrow be?

In the Consolidated Aircraft Corp. plant here, engineers are working on designs of the plane of the future, and their boss, Maj. Reuben H. Fleet, who had charge of putting the mail into the air 20 years ago, will admit that he is estimating conservatively, indeed, when he tells you that an airship taking off on the Pacific coast shortly after breakfast in 1958 should get to New York City in plenty of time for dinner the same day.

To reduce this form of speculation to concrete figures, the average air transport 20 years hence probably will be able to attain a top speed of 450 miles per hour, an economical cruising speed of 300 miles per hour, enabling it to span the continent in eight to 10 hours, compared to the 15 or 16 required today.

Strides in 10 Years

And whizzing through the air at a speed of five to eight miles a minute may be a reality before 1958, many aircraft engineers believe. You have but to consider, they point out, that in only 10 years, from 1928 to 1938, the time required to fly the mail across the nation has been reduced from 33 to 15 hours.

That San Diego, site of the Consolidated factory, will be the pivotal point for phenomenal aircraft development in the future is a certainty. The layman would gasp with wonder, were he allowed to stroll through the experimental building at Maj. Fleet's plant, where many astounding aviation conceptions already have found their way into blueprints.

During the events of National Airmail Week, opening today, San Diego's Maj. Reuben H. Fleet and Otto Praeger, the former second assistant postmaster general who directed the airmail's inauguration, and Ed Havens of La Mesa, the first chief mechanic of the service, will reunite and marvel over the advances that have been made in 20 years.

But their high-sounding talk of today's aviation giants will sound small, indeed, 20 years hence. Of that we can be certain.

THE END.

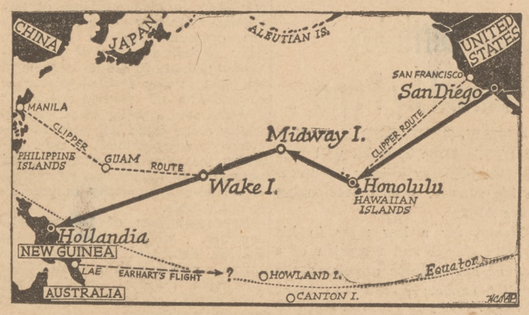
'Old' Consair Employes Honored

S.D. Sun MAY 29, 1938

As Consolidated Aircraft Corp. today celebrated its 15th anniversary by throwing open its doors for a factory inspection by the general public, the employes pictured above were honored for continuous service to the concern for periods of five to 10 years. Left to right, in rear row, Joseph Drozdy, Frank Lessle, Roy Coykendall, Herbert Hinckley, Craig Clark, and Albert Clark. Front row, left to right, Leo Niemet, Roman Szalkowski, Joseph E. Nie, Gladys R. Thomas, Herbert Ezard, Raymond J. Tuite, and R. F. Webber.

ADVENTURE TRIP NEAR FOR SCIENTIST

NEW GUINEA EXPLORATION PLANE



PROJECTED COURSE OF OCEAN FLIGHT

* * *

Archbold Set for 8000-Mile Hop

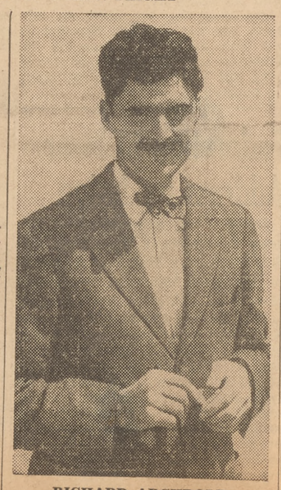
Last Test Today, Flight Tomorrow

The American Museum of Natural History's $250,000 "flying labatory" will take off tomorrow from San Diego bay on the first leg of an 8000-mile flight for exploration work in New Guinea's interior, Richard Archbold, flight commander, announced yesterday.

Archbold, 30, heir to a great industrial fortune and scion of a Standard Oil magnate, who has spent most of his adult life in scientific expeditions to remote parts of the world, said weather conditions between here and Hawaii will determine take-off time.

The "flying laboratory," construct-

(Continued on Page 2, Col. 6)



RICHARD ARCHBOLD

Archbold Take-Off Set for Tomorrow

(Continued from Page 1)

ed by Consolidated, will make its last test flight today. The huge multimotored plane will then be made ready for the 2250-mile nonstop flight to Honolulu.

FLIGHT CREW NAMED

Flying with Archbold will be Russell Rogers, pilot; Capt. Lewis A. Yancey, navigator; Gerald Brown, flight engineer; Stephan Barrinka, assistant flight engineer, and Ray Booth, radio operator.

The airboat, carrying the native name Guba, meaning Sudden Storm, will follow the route of Pan American's transpacific Clipper planes from Honolulu to Midway and Wake islands. Then it will span waters near the route of Amelia Earhart's tragic flight until it alights at Hollandia, a settlement on New Guinea's north coast which will serve as a base during the two years the expedition will spend collecting information, photos and specimens of New Guinea's plant and animal life for the museum.

After that Archbold hopes, the San Diego-built plane will become a practical arm of scientific exploration.

INLAND CAMPS PLANNED

Over jungle trails scientific expedition members traveled for days with mules or native Papuan carriers, the Guba will soar in minutes. Archbold plans to establish a camp on Lake Habbema, 12,500 feet above sea level and 300 miles inland from the coast. To reach the lake afoot requires a heartbreaking trip of three months. By air it takes only two hours.

Jungle camps where the plane cannot land because of the dense tropical growth, will be provisioned by parachute, a device Archbold

Shipping Navy

The Sun's Weekly WATERFRONT REVIEW

Aviat Indu

Patrol Planes To Fly To Alaska Nex

SQUADRONS TO OPERATE OVER ALASKAN GULF

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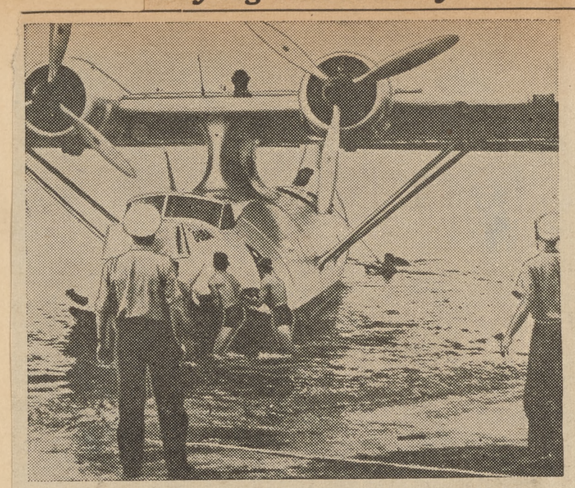

The "Guba," huge flying laboratory of Richard Archbold expedition into New Guinea, is moored (left above) on landing at Pearl Harbor, Hawaii, after record flight from San Diego. Ship will be expedition headquarters and laboratory on arrival in New Guinea. Archbold wears leis on arrival. The 6,284-mile flight was completed without incident on June 10. The expedition will explore New Guinea for two years. National Geo News JUNE 15, 1938

Richard Archbold

S.D. Tribune 6/1/38

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Archbold Makes Honolulu-Wake Hop

S D Union 6/8/38

WAKE ISLAND, June 8 (Wednesday) (A. P.)—Guided unerringly over 2300 miles of lonely ocean, the Guba, San Diego-built flying laboratory of the American Museum of Natural History, alighted in the lagoon of Wake island today.

The huge flying boat, under command of Richard Archbold, research associate of the museum, arrived after it left Honolulu 16 hours and 45 minutes. It was the first time the Honolulu-Wake Island flight had been made non-stop.

Pan American Airways clippers travel the Honolulu to Wake route weekly but stop at Midway island.

Lewis A. Yancey, veteran transatlantic flight navigator, directed the Guba to this tiny coral islet. Radio contact was maintained throughout the flight with Honolulu and with Hollandia, on the coast of New Guinea.

Archbold and his companions are en route to New Guinea. They left San Diego Thursday.

New Guinea Hop To Start Today

S.D. UNION 6/2/38

Laden with 1700 gallons gasoline, emergency rations sufficient to last three weeks and with the last of its test flights now a matter of history, the $250,000 airboat of the American Museum of Natural History will take to the air at 2 this afternoon for Honolulu on the first leg of a flight to New Guinea.

Richard Archbold, flight commander, reported yesterday after a conference with weather bureau officials, that ideal flying conditions prevailed between Pt. Loma and Diamond Head.

"It looks definitely as if we shall get away promptly at 2 Thursday afternoon," Archbold said.

Newsreel camermen will take pictures of the start of the history making 6000-mile flight to Hollandia on the northeast coast of New Guinea. From Wake Island to Hollandia Archbold and his flight companions will blaze a new air trail into the south Pacific.

Archbold's Flight To Start Tomorrow

S D Union 6-1-38

Pending a favorable weather report from the U. S. weather bureau office at San Francisco, Richard Archbold, research associate, American Museum of Natural History, yesterday announced he will take off at 2 p.m. tomorrow in his $250,000 "flying laboratory" for Honolulu. From the crossroads of the Pacific Archbold will fly to Hollandia, New Guiena, via Midway and Wake islands.

Archbold and Capt. Lewis Yancey, navigator of the two-motored air boat, conferred yesterday with Dean Blake meteorologist. Blake said indications are for fair weather over the entire San Diego-Honolulu airway tomorrow with the plane being aided on the 2250-mile flight by northeast trade winds.

Final test flights were conduct by Archbold yesterday.

The plane is to spend three years in New Guinea on scientific work for the New York museum.

In the CHART HOUSE

By HAROLD KEEN

ANOTHER ... of the Navy's old 35 Ford De Luxe Coupe

SAVE $100
On Cars in Good Condition
Save $100—Your Terms

32 FORD DE LUXE SEDAN, Tudor model. Has original maroon finish. Five nearly new tires. Motor really good. Motor smooth as silk. This will cause a riot at $159
Save $100—Your Terms

35 PLYMOUTH DE LUXE SEDAN, Touring model with factory built-in trunk. Original grey finish and mohair is exceptionally clean. Five nearly new tires. Motor perfect. This is the big de luxe model you've admired. You save $100 at.... $369

San Diego Motor Co.
Authorized Ford and Lincoln-Zephyr Dealers
12th at Broadway

This beautiful 60 model has made history for economy and long life; has original finish, and its brilliant performance speaks for the perfect care it has had. New car guarantee. Priced to sell NOW $115

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COCKLIN MOTOR CO.
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SECOND SECTION

Special Progress-Pioneer Edition, Editorials, Classified Ads

The San Diego Sun

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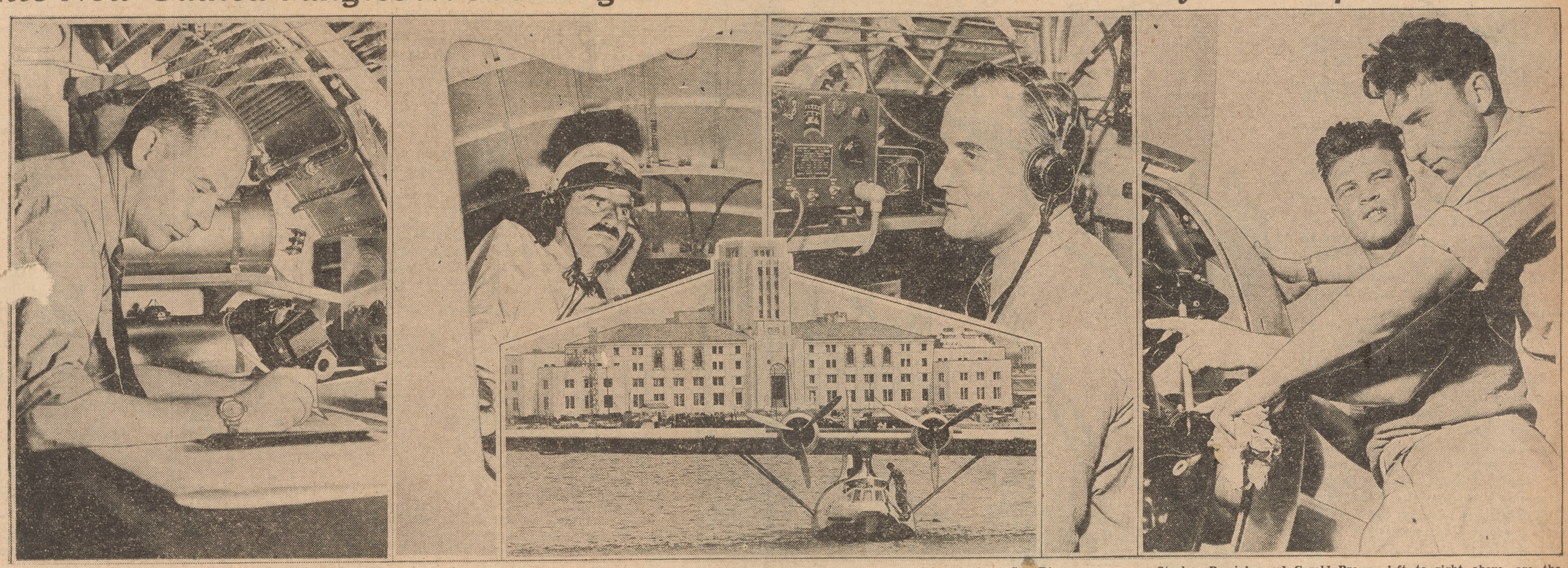
Into New Guinea Jungles... Over High Peaks... Archbold Plane Ready To Hop This Week



These men will lock themselves away from civilization for two years as they guide the world's largest privately owned plane over the jungle fastness of Dutch New Guinea in an American Museum of Natural History scientific expedition. Above is Capt. Lewis A. Yancey, navigator of Richard Archbold's $250,000 Consolidated airboat "Guba," pictured at right, at its moorings in San Diego harbor, with the Civic Center in background. The plane will remove scientists already at Humbolt Bay, D. N. G., to a camp in the rugged interior, at the foot of a three-mile high mountain.

Archbold, leader of the expedition and pilot of the giant seaplane, which will take off from San Diego late this week on a three-stop, 8000-mile flight to Dutch New Guinea, is shown at top left testing the craft's interphone communication system. It will be up to Radio Operator Raymond E. Booth, at right, above, to keep the "Guba" in contact with the scientific party's base camp on the shores of Lake Habbema, 11,000 feet above sea level, as the plane shuttles between Humboldt Bay on the coast and the lake, 110 miles inland, with food, equipment and supplies. Food will be parachuted to scientists as they work their way up precipitous, 15,560-foot Mt. Wilhelmina, by Archbold from a specially constructed hatch in the tail of the airboat. The rare specimens of mammals, birds, insects and plants which the expedition will seek will be transported by plane to the coast, from which they will be shipped to the American Museum of Natural History in New York. The "Guba" (Papuan dialect meaning "Sudden Storm") will leave here Wednesday or soon thereafter, depending on weather conditions over the Pacific.

Stephen Barrinka and Gerald Brown, left to right above, are the mechanics in the flight crew. Since Archbold arrived in San Diego in the fall of 1936 to order a de-militarized version of the Navy's patrol bombers, he has flown approximately 750,000 miles in test flights, including three transcontinental non-stop dashes, accomplished for the first time in aviation history by a seaplane. With Archbold and his co-pilot, Russ Rogers, at the controls, "Guba" this week will fly to Honolulu, Wake and Guam before attempting the 1900-mile crossing from the latter island to New Guinea over a route never before spanned by a plane.

Foro

SYMPHONY SEAT

Phylis Begins To Realize

SPANISH WAR

ARCHBOLD WILL BEGIN 2000-MILE HOP TO WAKE AT DAWN TOMORROW

S D Tribune 6/6/38

Richard Archbold, American Museum of Natural History research associate, and his five companions who flew from San Diego to Hawaii in their $250,000 Consolidated airboat in 18 hours, 9 minutes Thursday, will take off on the second leg of their flight to New Guinea at dawn tomorrow. Radio advices to this effect were received yesterday by Barney Boyd, local radio amateur.

From Honolulu the "flying laboratory" will wing its way to Wake island, 2000 miles westward across the Pacific, Wednesday or Thursday Archbold and his crew of air adventurers will leave Wake for Hollandia on the north coast of New Guinea, a flight of 2000 miles over part of the South Pacific hitherto unspanned by aircraft.

Boyd, who has maintained communication with Archbold on all his previous experimental flights, will keep in constant radio touch with the plane in both of the hops to be made this week and later when the plane establishes a base at Hollandia and at Lake Habbema, 300 miles in the interior of New Guinea.

Archbold Lands In New Guinea

S D Union 6/10/38

SAN FRANCISCO, June 9 (A.P.)—Richard Archbold and five companions landed their $250,000 flying laboratory in far-away New Guinea today to join scientists of the American Museum of Natural History for two years of research among the head-hunting savages of the back-country.

News of their safe arrival after a three-lap, 8600 mile flight from San Diego, came from Archbold by Pan American Airways.

They left San Diego last Thursday, stopping at Honolulu and Wake Island en route.

The six men will traverse jungles and rugged mountains in an attempt to bring back rare species of bird and animal life from the area surrounding Lake Habbean, 12,500 feet above sea level.

Achbold May Hop For Wake Today

S D Union 6/6/38

Weather conditions between Honolulu and Wake Island prevailing today will determine whether Richard Archbold, research associate American Museum of Natural History, and his five flight companions will take off this afternoon in their $250,000 "flying laboratory" on the second leg of their flight from San Diego to New Guinea.

According to radio advices from Pearl Harbor, where Archbold's plane is being made ready for the 2000-mile hop to Wake, indications are that the flying explorer will leave soon before sunset. This would bring the 14-ton airboat to the Pan-American Airways base at the island early tomorrow morning and enable him to carry out his original flight plan of leaving Wake for Hollandia on the north Guinea coast Wednesday afternoon.

Archbold Gives Flying Equipment Final Checkup Before Take-Off Tomorrow

Airboat Put Through Test Flight For U. S. Inspectors

S D Sun 6/1/38

Final checkup of his navigation equipment today occupied Flying Explorer Richard Archbold in test flights with Department of Commerce inspectors aboard the $250,000 Consolidated airboat in which he and a crew of five will take off between 2 and 3 p. m. tomorrow for Dutch New Guinea.

2 Years Preparation

Departure of the plane tomorrow will climax almost two years of preparation by Archbold for a scientific expedition into hitherto inaccessible jungle country of Dutch New Guinea in search of rare zoological specimens for the American Museum of Natural History.

Archbold, wealthy heir to an oil fortune, will blaze a new air trail over part of the flight from San Diego to Dutch New Guinea. The airboat will head for Honolulu Thursday, a distance of 2250 nautical miles. From Hawaii, the plane will hop to Wake Island, 1950 nautical miles away. After a short stop, the plane, named "Guba," will leave, either directly for Hollandia, on the northern sea coast of Dutch New Guinea, or, if the weather is unfavorable, will fly to Guam. The former course would be over an uncharted air lane of 1920 nautical miles. Never has a seaplane ever flown from Guam to Hollandia, 930 miles apart.

The total distance of the flight route will be about 6500 nautical miles, or 7400 statute miles.

At Hollandia, Archbold will take aboard scientists comprising the main exploring party and transport them to Lake Habbema, 110 miles inland and 11,000 feet above sea level. Five tons of equipment, food and supplies will be carried to the lake by the airboat. A base camp will be established, and the scientists will work their way up 15,560-foot Mt. Wilhelmina, a region never before penetrated by scientists. Archbold and his crew will parachute supplies to the expedition in this jungle area.

Members of his crew will include Russ Rogers, co-pilot; Raymond E. Booth, radio operator; Gerald D. Brown and Stephen Barrinka, mechanics; and Capt. Lewis A. Yancey, navigator.

The present expedition will be the second Archbold has led into New Guinea for the American Museum of Natural History. In 1936, he piloted a Fairchild amphibian over the swift-running rivers cutting through deep, narrow gorges of British New Guinea. The plane capsized at its base in Port Moresby during a sudden storm, prematurely ending the tropical venture. Defying superstition, Archbold has named his present ship "Guba," which means "sudden storm" in the native dialect of Papua.

THE SAN DIEGO SUN

Shipping Navy — The Sun's Weekly WATERFRONT REVIEW — Aviat Indu

Patrol Planes To Fly To Alaska Nex

SQUADRONS TO OPERATE OVER ALASKAN GULF

Four San Diego Aircraft Tenders To Serve Airboats

San Diego-based Navy patrol squadrons will leave North Island late next month to engage in the annual training program of Aircraft Scouting Force at the Gulf of Alaska, it was announced here yesterday.

Officers on the staff of Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, refused to disclose the exact dates the bombers will take off for Alaska, but stated that the complete schedule has been submitted to Adm. Claud C. Bloch, Fleet commander-in-chief, for approval.

May Leave June 25

From semi-official sources it was learned, however, that the aircraft will leave here about June 25, five days after the aircraft tenders Wright and Langley head toward Sitka, Alaska. The other two locally-based plane tenders, the Lapwing and Teal, are slated to steam north May 30 and 31, respectively. The Lapwing's destination is Seattle, where she is due June 4, and the Teal will remain at Puget Sound until May 30, departing for Sitka.

All four vessels, it is believed, will serve as floating bases for the planes and flight personnel during operations between Sitka and Kodiak, on opposite sides of the Gulf of Alasaka.

48 Planes May Take Part

Last year, 24 Navy seaplanes from San Diego participated in the summer flights in the far north. If all four Aircraft Scouting Force units are ordered north this year, a total of 48 craft probably will make a spectacular non-stop mass flight to Seattle before proceeding to Sitka. All North Island patrol squadrons have been equipped with new PBY Consolidated bombers.

60 Million Mile Span Claimed For Navy Planes

Consolidated Aircraft Corp. officials, preparing to celebrate the company's 15th anniversary this month, yesterday estimated that its twin-engined Navy patrol bombers can patrol 60,000,000 square miles of the earth, as shown in non-shaded portion of map above.

☼ ☼ ☼

Sixty million square miles of the earth's surface!

This is the phenomenal "coverage" Consolidated - built patrol bombers can give the United States Navy at any moment an enemy Fleet appears headed toward our shores, it was estimated yesterday as the San Diego plane concern this month celebrates the 15th anniversary of its formation.

The big twin-engined bombers, whose majestic wings already have spread across the Pacific to Hawaii, down the Mexican and Central American coast to Panama, across the United States, over Canada into the shadow of the Arctic Circle at Aklavik, and across the mist-shrouded waters of the Gulf of Alaska—these giant planes already have proved they can patrol a great sea area which must be clear of hostile raiders if the United States is to consider itself safe.

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In the CHART HOUSE

By HAROLD KEEN

ANOTHER of the Navy's old timers has stepped down the gangway for the last time.

◇ ◇ ◇

Word was received here yesterday of the death of James B. Nolan in the Chelsea, Mass. Naval Hospital. Well known to the San Diego naval colony, Mr. Nolan was a chief warrant officer aboard the submarine tender USS Holland. With Mrs. Nolan, he left for duty in the east two years ago.

Military honors were accorded this shipmate of countless bluejackets at his funeral in Dedham, Mass.

◇ ◇ ◇

THE SAN DIEGO light cruiser Richmond, flagship of the Submarine Force, was barely out of sight of Point Loma at the outset of the recent war games when things began to happen.

◇ ◇ ◇

From the submarine Plunger, which left from San Diego on the same day but headed toward Alaska instead of Pearl Harbor, came a distress call. A man was seriously ill and needed immediate medical assistance.

◇ ◇ ◇

The Richmond instantly veered off its course, sped toward the Plunger. Coming alongside late in the afternoon, the cruiser's crew lowered a motor whaleboat in extremely rough seas, making maneuvering quite difficult.

◇ ◇ ◇

In charge was Chief Boatswain Paul Smith, assisted by Coxswain R. Parrow, Machinist's Mate 2c J. J. Abend, and Seamen 1c N. J. Caputo and R. Stodgsdill.

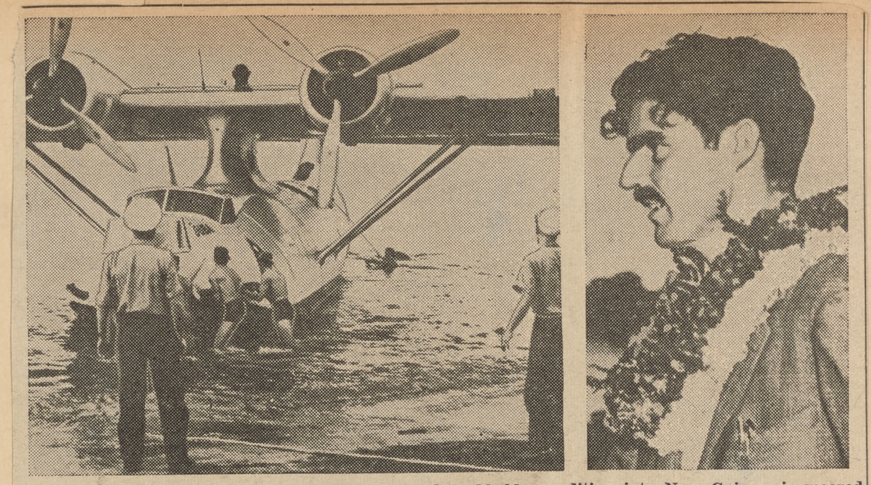
◇ ◇ ◇

Carefully the small boat was guided through huge waves pounding against its hull with unabating fury. The Plunger was reached, and a San Diego sailor, R. Maithson, was removed, and brought safely back to the Richmond, where he was nursed back to health in the sick bay.

◇ ◇ ◇

Just part of a day's work at sea!

Flying Laboratory on Record Trip



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Archbold Makes Honolulu-Wake Hop

S D Union 6/8/38

WAKE ISLAND, June 8 (Wednesday) (A. P.) — Guided unerringly over 2300 miles of lonely ocean, the Guba, San Diego-built flying laboratory of the American Museum of Natural History, alighted in the lagoon of Wake island today.

The huge flying boat, under command of Richard Archbold, research associate of the museum, arrived after it left Honolulu 16 hours and 45 minutes. It was the first time the Honolulu-Wake Island flight had been made non-stop.

Pan American Airways clippers travel the Honolulu to Wake route weekly but stop at Midway island.

Lewis A. Yancey, veteran transatlantic flight navigator, directed the Guba to this tiny coral islet. Radio contact was maintained throughout the flight with Honolulu and with Hollandia, on the coast of New Guinea.

Archbold and his companions are en route to New Guinea. They left San Diego Thursday.

New Guinea Hop To Start Today

S.D. UNION 6/2/38

Laden with 1700 gallons gasoline, emergency rations sufficient to last three weeks and with the last of its test flights now a matter of history, the $250,000 airboat of the American Museum of Natural History will take to the air at 2 this afternoon for Honolulu on the first leg of a flight to New Guinea.

Richard Archbold, flight commander, reported yesterday after a conference with weather bureau officials, that ideal flying conditions prevailed between Pt. Loma and Diamond Head.

"It looks definitely as if we shall get away promptly at 2 Thursday afternoon," Archbold said.

Newsreel camermen will take pictures of the start of the history making 6000-mile flight to Hollandia on the northeast coast of New Guinea. From Wake Island to Hollandia Archbold and his flight companions will blaze a new air trail into the south Pacific.

Archbold's Flight To Start Tomorrow

S D Union 6-1-38

Pending a favorable weather report from the U. S. weather bureau office at San Francisco, Richard Archbold, research associate, American Museum of Natural History, yesterday announced he will take off at 2 p.m. tomorrow in his $250,000 "flying laboratory" for Honolulu. From the crossroads of the Pacific Archbold will fly to Hollandia, New Guiena, via Midway and Wake islands.

Archbold and Capt. Lewis Yancey, navigator of the two-motored air boat, conferred yesterday with Dean Blake meteorologist. Blake said indications are for fair weather over the entire San Diego-Honolulu airway tomorrow with the plane being aided on the 2250-mile flight by northeast trade winds.

Final test flights were conduct by Archbold yesterday.

The plane is to spend three years in New Guinea on scientific work for the New York museum.

SECOND SECTION

Special Progress-Pioneer Edition, Editorials, Classified Ads

The San Diego Sun

SAN DIEGO, SUNDAY, MAY 29, 1938

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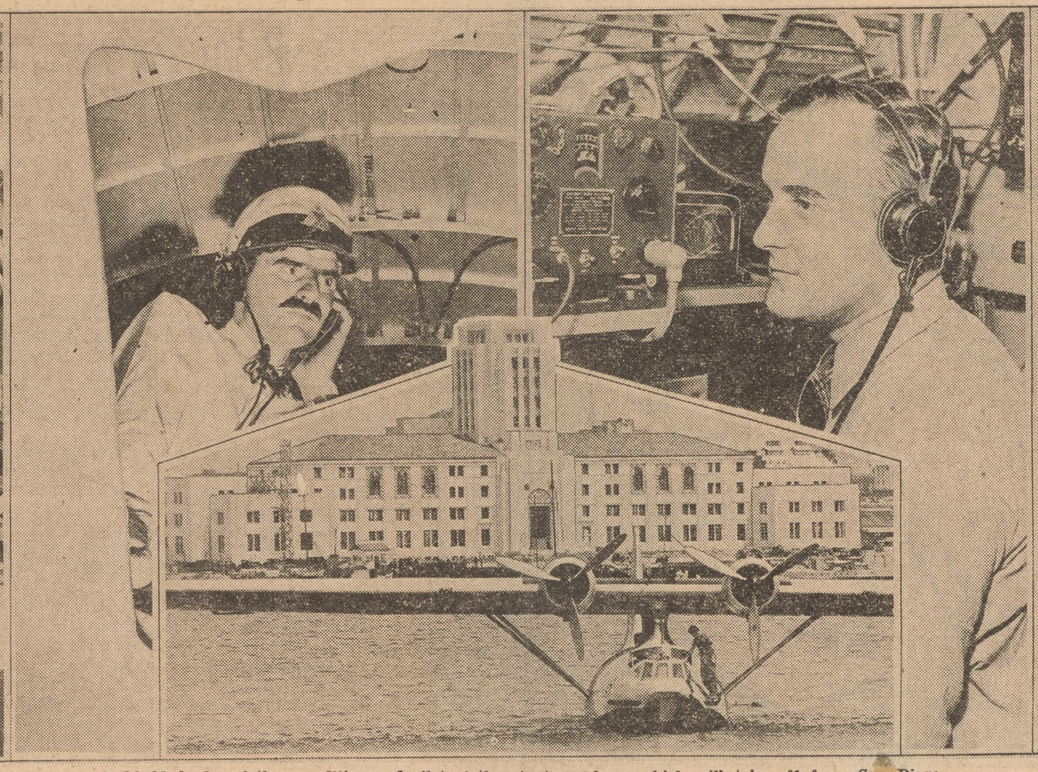
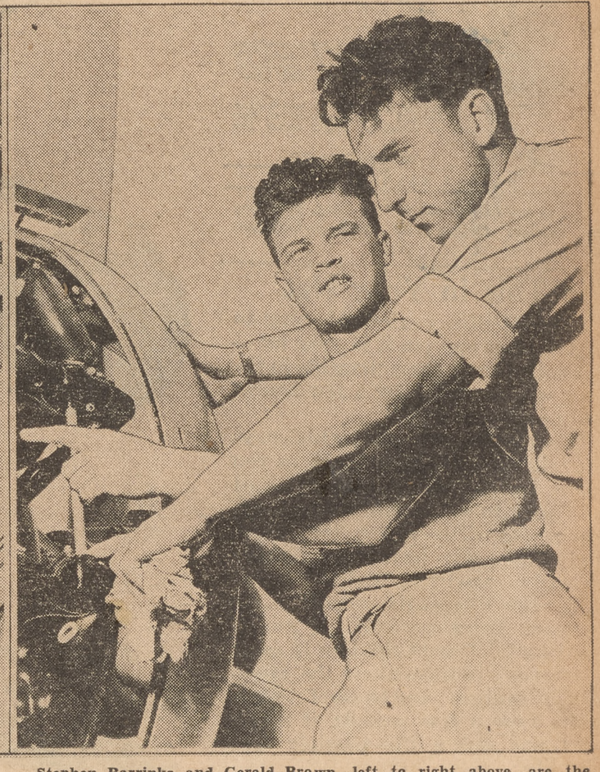
Into New Guinea Jungles... Over High Peaks... Archbold Plane Ready To Hop This Week

These men will lock themselves away from civilization for two years as they guide the world's largest privately owned plane over the jungle fastness of Dutch New Guinea in an American Museum of Natural History scientific expedition. Above is Capt. Lewis A. Yancey, navigator of Richard Archbold's $250,000 Consolidated airboat "Guba," pictured at right, at its moorings in San Diego harbor, with the Civic Center in background. The plane will remove scientists already at Humbolt Bay, D. N. G., to a camp in the rugged interior, at the foot of a three-mile high mountain.



Archbold, leader of the expedition and pilot of the giant seaplane, which will take off from San Diego late this week on a three-stop, 8000-mile flight to Dutch New Guinea, is shown at top left testing the craft's interphone communication system. It will be up to Radio Operator Raymond E. Booth, at right, above, to keep the "Guba" in contact with the scientific party's base camp on the shores of Lake Habbema, 11,000 feet above sea level, as the plane shuttles between Humboldt Bay on the coast and the lake, 110 miles inland, with food, equipment and supplies. Food will be parachuted to scientists as they work their way up precipitous, 15,560-foot Mt. Wilhelmina, by Archbold from a specially constructed hatch in the tail of the airboat. The rare specimens of mammals, birds, insects and plants which the expedition will seek will be transported by plane to the coast, from which they will be shipped to the American Museum of Natural History in New York. The "Guba" (Papuan dialect meaning "Sudden Storm") will leave here Wednesday or soon thereafter, depending on weather conditions over the Pacific.



Stephen Barrinka and Gerald Brown, left to right above, are the mechanics in the flight crew. Since Archbold arrived in San Diego in the fall of 1936 to order a de-militarized version of the Navy's patrol bombers, he has flown approximately 750,000 miles in test flights, including three transcontinental non-stop dashes, accomplished for the first time in aviation history by a seaplane. With Archbold and his co-pilot, Russ Rogers, at the controls, "Guba" this week will fly to Honolulu, Wake and Guam before attempting the 1900-mile crossing from the latter island to New Guinea over a route never before spanned by a plane.

Foro

SYMPHONY SEAT

Phylis Begins To Realize

SPANISH WAR

ARCHBOLD WILL BEGIN 2000-MILE HOP TO WAKE AT DAWN TOMORROW

S.D. Tribune 6/6/38

Richard Archbold, American Museum of Natural History research associate, and his five companions who flew from San Diego to Hawaii in their $250,000 Consolidated airboat in 18 hours, 9 minutes Thursday, will take off on the second leg of their flight to New Guinea at dawn tomorrow. Radio advices to this effect were received yesterday by Barney Boyd, local radio amateur.

From Honolulu the "flying laboratory" will wing its way to Wake island, 2000 miles westward across the Pacific. Wednesday or Thursday Archbold and his crew of air adventurers will leave Wake for Hollandia on the north coast of New Guinea, a flight of 2000 miles over part of the South Pacific hitherto unspanned by aircraft.

Boyd, who has maintained communication with Archbold on all his previous experimental flights, will keep in constant radio touch with the plane in both of the hops to be made this week and later when the plane establishes a base at Hollandia and at Lake Habbema, 300 miles in the interior of New Guinea.

Archbold Lands In New Guinea

S.D. Union 6/10/38

SAN FRANCISCO, June 9 (A.P.) —Richard Archbold and five companions landed their $250,000 flying laboratory in far-away New Guinea today to join scientists of the American Museum of Natural History for two years of research among the head-hunting savages of the back-country.

News of their safe arrival after a three-lap, 8600 mile flight from San Diego, came from Archbold by Pan American Airways.

They left San Diego last Thursday, stopping at Honolulu and Wake Island en route.

The six men will traverse jungles and rugged mountains in an attempt to bring back rare species of bird and animal life from the area surrounding Lake Habbean, 12,500 feet above sea level.

Achbold May Hop For Wake Today

S.D. Union 6/4/38

Weather conditions between Honolulu and Wake Island prevailing today will determine whether Richard Archbold, research associate American Museum of Natural History, and his five flight companions will take off this afternoon in their $250,000 "flying laboratory" on the second leg of their flight from San Diego to New Guinea.

According to radio advices from Pearl Harbor, where Archbold's plane is being made ready for the 2000-mile hop to Wake, indications are that the flying explorer will leave soon before sunset. This would bring the 14-ton airboat to the Pan-American Airways base at the island early tomorrow morning and enable him to carry out his original flight plan of leaving Wake for Hollandia on the north Guinea coast Wednesday afternoon.

Archbold Gives Flying Equipment Final Checkup Before Take-Off Tomorrow

Airboat Put Through Test Flight For U. S. Inspectors

S.D. Sun 6/1/38

Final checkup of his navigation equipment today occupied Flying Explorer Richard Archbold in test flights with Department of Commerce inspectors aboard the $250,000 Consolidated airboat in which he and a crew of five will take off between 2 and 3 p. m. tomorrow for Dutch New Guinea.

2 Years Preparation

Departure of the plane tomorrow will climax almost two years of preparation by Archbold for a scientific expedition into hitherto inaccessible jungle country of Dutch New Guinea in search of rare zoological specimens for the American Museum of Natural History.

Archbold, wealthy heir to an oil fortune, will blaze a new air trail over part of the flight from San Diego to Dutch New Guinea. The airboat will head for Honolulu Thursday, a distance of 2250 nautical miles. From Hawaii, the plane will hop to Wake Island, 1950 nautical miles away. After a short stop, the plane, named "Guba," will leave, either directly for Hollandia, on the northern sea coast of Dutch New Guinea, or, if the weather is unfavorable, will fly to Guam. The former course would be over an uncharted air lane of 1920 nautical miles. Never has a seaplane ever flown from Guam to Hollandia, 930 miles apart.

The total distance of the flight route will be about 6500 nautical miles, or 7400 statute miles.

At Hollandia, Archbold will take aboard scientists comprising the main exploring party and transport them to Lake Habbema, 110 miles inland and 11,000 feet above sea level. Five tons of equipment, food and supplies will be carried to the lake by the airboat. A base camp will be established, and the scientists will work their way up 15,560-foot Mt. Wilhelmina, a region never before penetrated by scientists. Archbold and his crew will parachute supplies to the expedition in this jungle area.

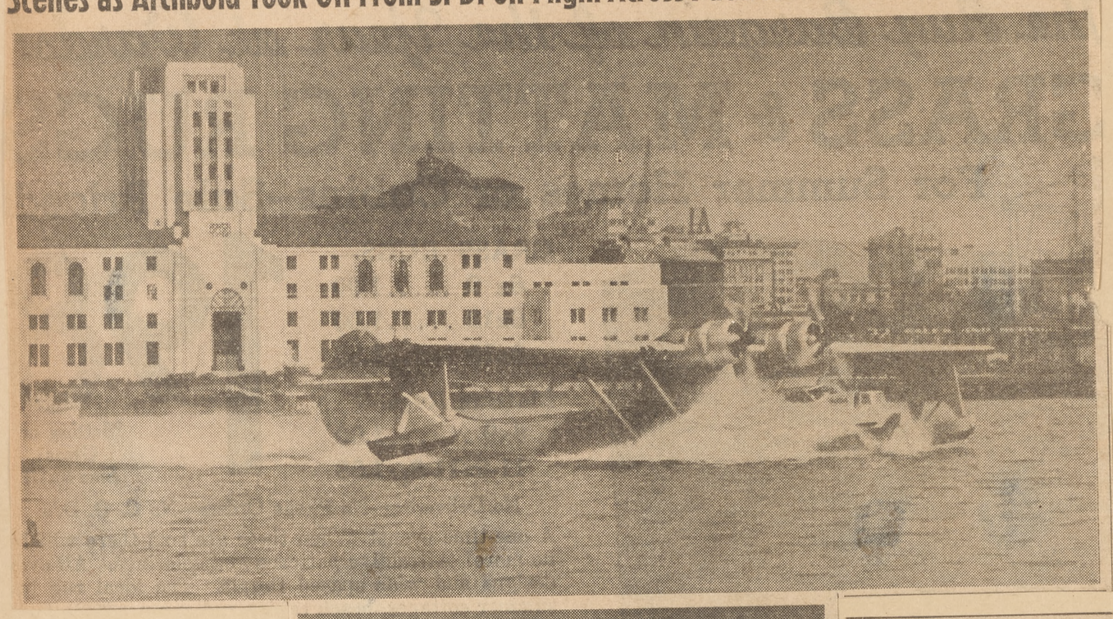
Members of his crew will include Russ Rogers, co-pilot; Raymond E. Booth, radio operator; Gerald D. Brown and Stephen Barrinka, mechanics; and Capt. Lewis A. Yancey, navigator.

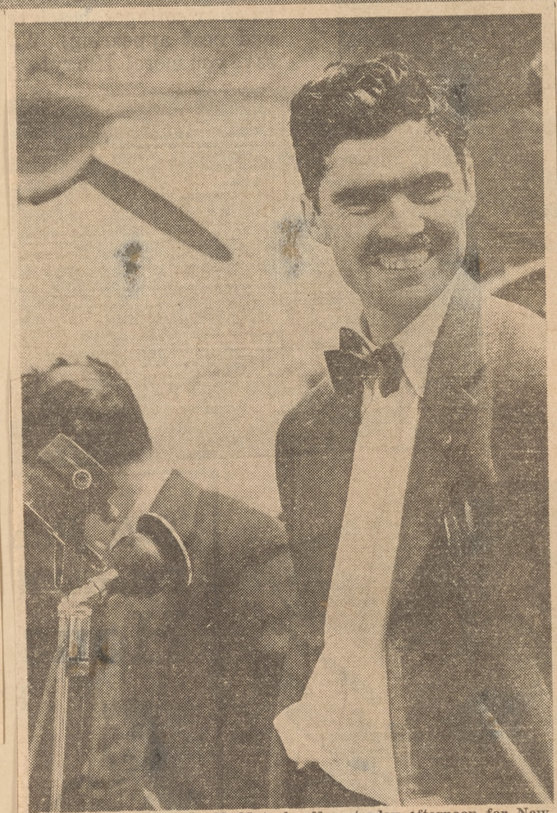
The present expedition will be the second Archbold has led into New Guinea for the American Museum of Natural History. In 1936, he piloted a Fairchild amphibian over the swift-running rivers cutting through deep, narrow gorges of British New Guinea. The plane capsized at its base in Port Moresby during a sudden storm, prematurely ending the tropical venture. Defying superstition, Archbold has named his present ship "Guba," which means "sudden storm" in the native dialect of Papua.

Archbold in Honolulu; Wake Next Goal

THE EVENING TRIBUNE, San D

Scenes as Archbold Took Off From S. D. on Flight Across Pacific to New Guinea





Scenes as Richard Archbold took off yesterday afternoon for New Guinea. Upper: Archbold's plane, the Guba, races across the bay. The new civic center building is in the background. Lower: Archbold.

ARCHBOLD SET FOR LAST 'LEG'

S. D. Scientist, Party Hop Today For New Guinea

At Wake Island, Richard Archbold and the five men with whom he is making a trans-Pacific flight from California to Hollandia, Dutch New Guinea, today prepared their giant flying boat for the last leg of the journey.

Archbold, sportsman and explorer, said the take-off would be made at 7:30 p. m. (PST) today.

The twin-motored flying boat made the long hop here from Honolulu in 16 hours and 40 minutes and Archbold described the jump as "uneventful."

In New Guinea the craft will be used to aid in explorations for the American Museum of Natural History.

NEWS FLASHES TIE IN S. D., HONOLULU ON GUBA ARRIVAL

By SPENCER HELD

The speed with which modern news travels was shown graphically by the "photo finish" staged by the Associated Press bureaus in San Diego and Honolulu today in reporting the arrival of the flying boat "Guba" at Pearl Harbor.

Richard Archbold's big plane, 18 hours and nine minutes out of San Diego, settled down on the waters of Honolulu harbor at 8:52 a.m.

Newspaper men at San Diego and Honolulu got the story at approximately the same time. Bernard Boyd, local radio amateur, in constant communication with the "Guba" as it roared over the Pacific, telephoned the news to a Tribune reporter. The latter passed it on to the Associated Press correspondent at the next desk.

The A.P. man typed a brief bulletin and handed it to Ted McKenna, another member of the staff. Ted dashed upstairs to the A.P. office, giving the bulletin to H.P. ("Wilkie") Wilkinson, teletype operator. Wilkinson sat down at his sending machine — a typewriter-like instrument—and broke into the "Big City" wire with the bulletin.

Clicks Nearly Identical

As he punched out the story, the words were recorded automatically on the teletype machine next to him—hooked to the 'Big City" wire —and simultaneously on the machines in Los Angeles, Long Beach, Fresno, Oakland, Sacramento and San Francisco, the control point.

Next to the "Big City" teletype in the local office is another machine receiving news on the "Round Robin' east wire. This hookup includes San Francisco, Sacramento, Reno, Salt Lake City, Denver, Kansas City, the control point; Albuquerque, Phoenix, Los Angeles, Long Beach, San Diego and Fresno.

As "Wilkie" punched out the first few words of the local bulletin, the "Round Robin" wire was carrying a bulletin from Honolulu via San Francisco. "The flying boat 'Guba' . . . landed here from San Diego, Calif., at 6:22 a.m. today" (8:52 Pacific standard time), it stated.

The stories were punched out almost word for word from San Francisco and San Diego, appearing simultaneously on the two teletype machines. 'They finished in a dead heat," said McKenna.

Archbold Hops At 2 P.M.; Plane Tested

June 2d 38

Richard Archbold, planning to take off from San Diego for New Guinea at 2 p.m. today in his $250,000 Consolidated Aircraft Corp.-built flying boat "Guba," took the 13½-ton craft aloft this noon for its final test flight before attempting the 6284-mile flight across the Pacific.

With five flight companions, Archbold hopes to land at Pearl Harbor, Honolulu, first stop en route, shortly after 6 a.m. tomorrow.

Aboard Archbold's plane, the "Guba," are 1700 gallons of gasoline and emergency rations sufficient to last for three weeks. Newsreel cameramen arrived here today to take pictures of the take-off.

With Archbold on the flight will be Russell Rogers, pilot; Lewis A. Yancey, navigator; Gerald D. Brown, flight engineer; Raymond Booth, radio operator, and Stephen Barrinka, assistant flight engineer.

The six hope to fly the 2267 miles to Honolulu in 18 hours, the 1999 miles from Honolulu to Wake island in 14.3 hours, and the 2018 miles from Wake island to Humboldt bay, New Guinea, in 14.4 hours.

Archbold, mammologist and research associate of the American Museum of Natural History, plans to remain in New Guinea for about two years, collecting specimens and photographs for the museum. He will use the "Guba" to transport equipment and personnel from the base on the north coast of New Guinea to virtually inaccessible lakes high in the interior.

LEGO SUN

S D Sun 6/7/38

GUBA TO MAKE WAKE ISLAND FLIGHT TODAY

Archbold May Continue Non-Stop To Guam, Says Message

Richard Archbold and his crew of five were to take off from Hawaii in their Consolidated airboat "Guba" at about 4:30 p. m. (P.S.T.) today for Wake Island, 1999 miles away, with a possibility that the big exploration plane may be flown directly to Guam, a distance of 3300 miles.

Daylight Landing

In radio conversation with Barney F. Boyd, his San Diego base station operator, Archbold last night said the second lap of the flight to Dutch New Guinea would begin this afternoon in order to make a daylight landing at Wake. He mentioned the possibility of continuing non-stop to Guam if weather conditions are favorable and the plane is functioning perfectly.

The giant craft, which will be used in transporting scientists and equipment in Dutch New Guinea for an American Museum of Natural History expedition, flew from San Diego, where it was built, to Pearl Harbor in 18 hours, six minutes last week.

Protection Promised

Never before has a plane been piloted non-stop from Hawaii, either to Wake or Guam.

Archbold has been informed that 150 Dutch soldiers will be assigned to the explorers at Lake Habbema, 110 miles from the seacoast of Dutch New Guinea, to protect them from native head hunters.

S D Tribune 6/3/38

NAPED BOY

Navy Mark Falls In Flight From S. D. to Hawaii

Richard Archbold, flying Pacific sky lanes in the interest of natural science, dropped his huge $250,000 Consolidated flying boat "Guba" down on the glassy waters of Honolulu harbor at 8:52 a.m. (P.S.T.) today, completing the first leg of his 6284-mile flight from San Diego to New Guinea.

Navy Mark Falls

Archbold, with five companions, made the 2267-mile flight from Pt. Loma to Honolulu in 18 hours, 9 minutes, a new record for an aerial

(Pictures on Page 15-A.)

crossing from California to Hawaii. It bettered the previous fastest San Diego-Honolulu flight of 20 hours, 30 minutes, made Jan. 18-19 this year by 18 navy planes, by 2 hours, 11 minutes.

The "Guba," a New Guinea native word for "sudden storm," rose quickly from the waters of San Diego bay at 2:43 p.m. yesterday after a short run of less than 1000 yards. A crowd of more than 200 was assembled at the Lindbergh field ramp to watch the take-off.

Although visibility conditions here at the time of departure were only fair, Archbold apparently found good weather for flying during most of the journey to Honolulu. Bernard Boyd, local radio amateur, who maintained radio contact with the plane throughout the flight, said no reports were received of the type of weather encountered. The International News Service reported a brisk tail wind aided the plane as it neared Honolulu.

Next Hop Monday

With Archbold, who plans to spend two years exploring in New Guinea for the American Museum of Natural History, of which he is a research associate, are Russell Rogers, pilot; Lewis A. Yancey, navigator; Gerald D. Brown, flight engineer; Raymond Booth, radio operator, and Stephen Barrinka, assistant flight engineer. They plan to remain at Honolulu until Monday, when they depart for Wake island, 1999 miles distant, and after a short lay-over there continue on to Humboldt bay, New Guinea, 2018 miles from Wake island.

When Archbold left San Diego he estimated the required flying time from here to Honolulu as 18 hours. He hopes to fly from Honolulu to Wake Island in 14 hours, 18 minutes, and from Wake Island to Humboldt bay in 14 hours, 24 minutes.

The "Guba" was flown at an average altitude of from 6000 to 7000 feet, according to radio advices from the plane to Boyd. A feature of the flight, Boyd said, was the contacting by the "Guba" of the expedition's base station in New Guinea by radio, and the contacting by Boyd of the same station.

Rare Specimens Sought

Awaiting Archbold and his flight companions at Hollandia, New Guinea, is a party of museum scientists, which will seek rare specimens of plant and animal life from the jungles surrounding Lake Habbema, 12,500 feet above sea level. In the museum's party are Dr. Austin Rand, Dr. Charles Brass, of Brisbane, Australia; William Richards, and Harold Rann, radio engineer. For the next two years the plane is to be used to carry supplies from Hollandia to the isolated camp high in the interior. Specimens gathered will be flown back to Hollandia for shipment to New York.

Archbold's plane, similar to the navy's long range patrol bombers, is equipped with life rafts, parachute flares and emergency rations. It is the second built by Consolidated Aircraft Corp., for Archbold,

(Continued on Page 6-A, Col. 3)

Record Set By Archbold On Pacific Hop

CONTINUED FROM PAGE ONE

the first having been turned over to the Sir Hubert Wilkins Arctic expedition last year, which sought six missing Russian transpolar fliers.

The "Guba" is the forty-fifth Consolidated Aircraft Corp.-built plane to fly from San Diego to Honolulu in the last 18 months. In a routine navy delivery Jan. 28, 1937, 12 PBY planes landed at Pearl Harbor, covering 2553 miles in 21 hours, 43 minutes. A second flight of 12 navy bombers was made April 12-13, 1927, when they flew 2553 miles in 21 hours, 21 minutes. The navy's mass flight record to Honolulu was made Jan. 18-19 this year, when 18 flew 2553 miles in 20 hours, 30 minutes. Archbold, himself, has made three previous long-distance flights in Consolidated planes. The first to cross the continent in a flying boat, Archbold flew from San Diego to New York June 23-24, 1937, covering 1700 miles in 17 hours, 3 minutes. On Dec. 3, 1937, he landed at Miami, Fla., after a 2300-mile flight from San Diego, made in 14 hours and 10 minutes. He repeated his Miami flight Feb. 26 this year, covering the 2300 miles in 12 hours, 35 minutes. His plane is powered by two Pratt & Whitney, twin-row Wasp engines. Its gasoline load, 1700 gallons, weighs 10,200 pounds.

Archbold's mother, residing at Bostonia, bade farewell to her son at home and was not at Lindbergh field for the take-off. The only relative of the "Guba's" personnel at the field when the plane left were Archbold's aunt, Mrs. Margaret Barron, and Mrs. Yancey, wife of the navigator.

STRANGE ABODE

Continued from Page Seven

of nine watches concealed within the walls of the home is the key to the music.

The mechanism is simple. He took an ordinary watch, removed the hands and substituted a cam. A pendulum is released every half an hour by the cam. This permits a wire lever to contact a mercury vial. This in turn forms a contact which starts a blower in the basement and the flutes play.

The instruments carved of wood by Dr. Nixon play three tunes, "Waters of Minnetonka," the "Indian Love Call" and "O Sole Mio."

Other watches in the walls with cam arrangements instead of hands form contacts which cause musical notes to come from hidden places. One set of notes is an exact reproduction of the singing of a canary. Another is that of a mocking bird. Several of these are arranged to play every twenty minutes. Another watch completes an electrical contact which causes a music box to run and play the tunes hidden within its mechanism. The box is one the doctor has adapted to his own whims.

A FEW years ago Dr. Nixon was listening to an organ concert. He was so thrilled by the voluminous music that he decided he must have an organ in his house. There was one small room which would be ideal for a small organ. Next day he started out to buy one. Nothing but a good one would do. Such organs are expensive. They cost much more than he could afford to pay. So Dr. Nixon trudged to the public library, obtained all the available textbooks on the art of organ building and made one himself.

Today the mighty pipes from which the fine music comes occupy a major part of the basement. This organ built by the doctor is the marvel of San Francisco's leading organists who declare that its delicate tone is unsurpassed by professional work. By installing a number of microphones and an ingenious system of mechanical control, Dr. Nixon has fixed the organ so it will play at a spoken command. To shut it off he pushes a pin into a small hole in the floor of an adjoining room.

His love of beauty is reflected in every room in the house. Although all you see on the outside is dull-looking window shades which are rarely raised, the windows on the inside are framed by rich drapes and curtains. The sills and casings are beautiful wood carvings.

The walls and ceilings of each room are a series of panel carvings, either of rosewood, walnut or mahogany, giving them a museum beauty, in some effects somber, yet cathedral-like in tone.

Connoisseurs have become excited at the doors in his mystery house. They are exquisite portraits of wood design entirely handmade. The doctor applied sculptural ability to the fashioning of gargoyle heads in several rooms. One of these he calls Bluebeard. It is on the door leading from the organ room to the entrance hall.

This head has discs concealed in its mouth. The voice, acting on a platinum point, forms a contact with the discs. This turns on electricity which sets gears to working and the door opens or closes at your command. There are also two beautiful reproductions in bronze of Parthenon friezes, another accomplishment of the doctor. Even the floors are inlaid in a delicate pattern design.

In the hallway is a disappearing hat rack. He did not want a row of hats to disturb the beauty of line in the panel carvings so he arranged a rack that folds back out of sight into the wall with a simple turn of a couple of hinges.

Near this rack is a telephone concealed behind a panel. When the bell rings, the clapper releases a miniature mouse trap and completes an electrical circuit that sounds buzzers in distant rooms.

HIS drive for beautiful surroundings is deeply reflected in his Death Valley room. Hanging on one wall is a beautiful and huge panoramic painting of the famous desert. A fountain plays in the center of the room among rocks and sand brought from Death Valley. Two other large paintings decorate the walls. One is of Yosemite Valley, the other of a woman.

The accomplishments of this man are not confined to these ingenious arrangements. If his house needs wiring he does it himself, for he is a qualified electrician. He has complete knowledge of architecture and building construction and also does his own remodeling. If he is ill he treats himself for he has mastered medicine. He can also compound his own prescriptions for he has a thorough knowledge of pharmacy. These are some of the trades he has followed during his life. Shipbuilding was another.

He quite often entertains friends in the haunted house on Saturday evenings. A favorite form of entertainment is to prove to them that the hand is faster than the eye. He is an accomplished magician, having been on the stage entertaining with magic when a young man.

When asked why the exterior of his home is in such startling contrast to the interior he declares there are several reasons. First, he lives within the house and it is there he wishes his beauty. Second, he does not want the house to be too attractive for it attracts enough people now who bother him and keep him from his work.

His principal reason for leaving the outside weather-beaten, he says, is because "no haunted house has a fresh coat of paint."

Lighting

A NEW vista is opening in the field of artificial lighting as a result of bombarding fluorescent powders with ultraviolet rays.

Cool light is thus being produced which duplicates all the pastel tints of the rainbow. It is announced by the General Electric laboratories that these new lumiline lamps provide hitherto unobtainable tints of colored light with as much as 120 times the illumination which could be produced by filament lamps of the same color. And the latest fluorescent lamps not only consume less current, but generate next to no heat.

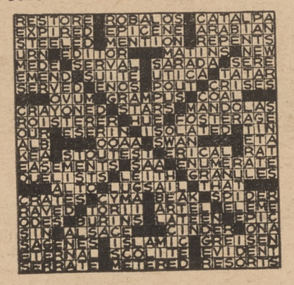
ACROSS

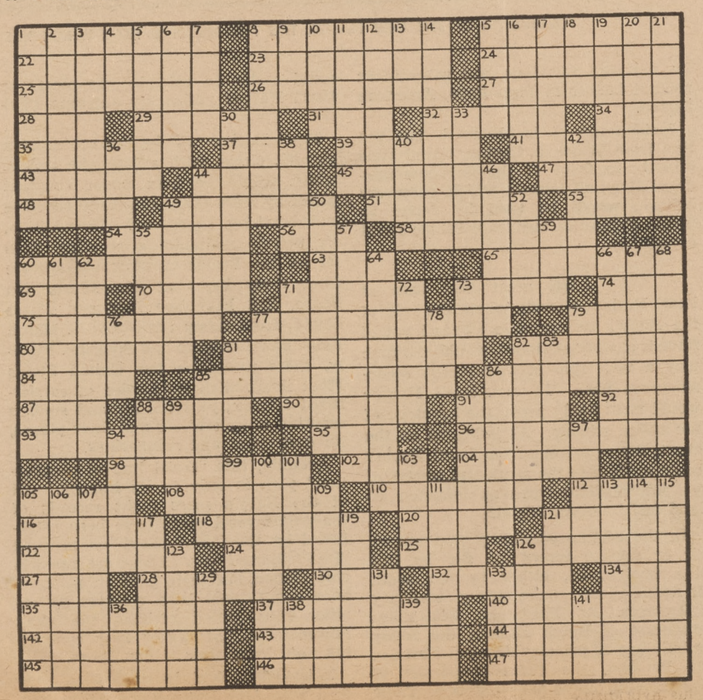
1—Presses firmly together
8—A traverse fortification to protect from a rear attack
15—East Indian coasting vessel
22—To dispose in order
23—Indulge in too much food
24—Kind of shellfish
25—To make ready
26—Perceive by the senses
27—Directed toward the side
28—A little island
29—Small lizards
31—Accomplished
32—In a canted position, as a boat
34—Closing period of life
35—Forces the air noisily through the nostrils
37—Possessive case of she
39—An African
41—The flight of Mahomet from Mecca
43—People of Asia
44—Beggarly
45—Overpowered by emotion
47—Ruling chiefs in certain parts of India
48—Irish Gaelic
49—Any fragrant ointment
51—Those who satisfy the appetite
53—An idol of the Antillean Indians: var.
54—Feminine personal name
56—East Indian split pulse
58—Arbitrate
60—Machine for glazing
63—A nest: rare
65—Pear-shaped vessels fitting into each other
69—Winglike part
70—Binds
71—Bishop's crown
73—British peninsula of Arabia
74—Falsehood
75—Thick woolen twilled stuff
77—Pieces of spun yarn for fastening sails
79—Wooden pins
80—Mahometan governors
81—Soaked through
82—Neckcloth
84—Cover with wax
85—Was like another thing
86—Prelate highest in rank in a nation
87—Feminine personal name
88—A motion forward
90—Portentous
91—Volcanic scoria
92—Little child
93—Transparent case protecting a light
95—Friction
96—Suppliers of food
98—Indifferent to pain
102—Crafty
104—To anoint
105—Foreign quarter of Constantinople
108—Near the back
110—Birds of prey
112—Implements used in mining
116—Asserts formally
118—A thrusting sword
120—Small piece of ground
121—East Indian cereal grass
122—Smaller
124—Border
125—Disconsolate
126—To reenact
127—Adopted son of Mahomet
128—One who takes notes
130—Turkish landowner
132—A drink of wine, hot water, sugar
134—Jutting rock
135—A plastic product of cotton-fiber used for sizing
137—Ironical
140—Cause to function
142—Went into
143—Recluse
144—Signifies
145—Elects again
146—Made hard
147—Long, wooden seats

DOWN

1—A passage open only at one end
2—Sailor
3—Magistrates of ancient Rome
4—Viper
5—Praises continually
6—Weeds
7—Killed
8—Have
9—Hail!
10—Sunder
11—Arseniureted hydrogen
12—Diminishes the force of
13—Cereal plant
14—Salt of stearic acid
15—Sacred language of the Buddhistic literature
16—Confound
17—Rag
18—Malt beverage
19—Debris of earth and rock collected by a glacier
20—A word puzzle
21—Let go
30—German dollars
33—Went at a certain pace
36—To pass a rope through a hole
38—Peruse
40—The fundamental unit of mass in the metric system
42—Looked steadily
44—Whalebone
46—Groups of three
49—Collective masses
50—Concerning handling
52—Auction
55—Bury
57—A man of letters
59—Large cask
60—The Persian lynx
61—A shaded walk
62—The basilica of Rome
64—Can be considered
66—Heighten
67—Surgical instrument used in ligation
68—Six-line stanzas
71—Principal feature
72—A musteloid animal
73—Annex
76—Golf term
77—Butt
78—Masculine nickname
79—Knave of clubs
81—A little taste
82—Slatted boxes
83—Star in the constellation of Orion
85—Older in years
86—An opaque body of the solar system
88—Place
89—Walked
91—Scaling ladder
94—Absolute monarchs
97—Stately
99—Desire greatly
100—Maligns
101—Den
103—Barks or yelps
105—Speak profusely
106—Feminine personal name
107—Strives against
109—Recipient of a legacy
111—Looked quickly
113—Perturb
114—Zealot
115—Prophetess
118—Madam in Spanish
119—Social system
121—Be indignant at
123—A painter's red color
126—Monetary unit of British India
129—Spreads
131—Accessory covering of a seed
133—Images
136—The letter C
138—Facility
139—A follower of an ism
141—Corrupt

SOLUTION OF LAST WEEK'S PUZZLE





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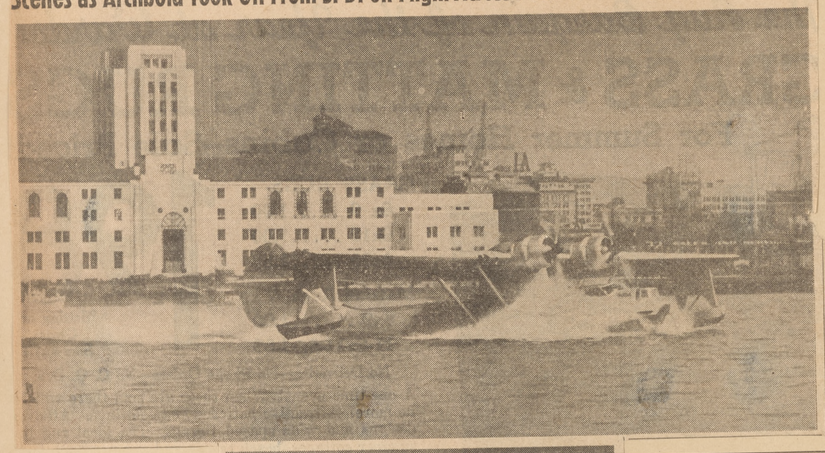
Archbold in Honolulu; Wake Next Goal

S D Tribune 6/3/38

Scenes as Archbold Took Off From S. D. on Flight Across Pacific to New Guinea



Scenes as Richard Archbold took off yesterday afternoon for New Guinea. Upper: Archbold's plane, the Guba, races across the bay. The new civic center building is in the background. Lower: Archbold.

ARCHBOLD SET FOR LAST 'LEG'

S Diego 4/8/38

S. D. Scientist, Party Hop Today For New Guinea

At Wake Island, Richard Archbold and the five men with whom he is making a trans-Pacific flight from California to Hollandia, Dutch New Guinea, today prepared their giant flying boat for the last leg of the journey.

Archbold, sportsman and explorer, said the take-off would be made at 7:30 p. m. (PST) today.

The twin-motored flying boat made the long hop here from Honolulu in 16 hours and 40 minutes and Archbold described the jump as "uneventful."

In New Guinea the craft will be used to aid in explorations for the American Museum of Natural History.

NEWS FLASHES TIE IN S. D., HONOLULU ON GUBA ARRIVAL

By SPENCER HELD

The speed with which modern news travels was shown graphically by the "photo finish" staged by the Associated Press bureaus in San Diego and Honolulu today in reporting the arrival of the flying boat "Guba" at Pearl Harbor.

Richard Archbold's big plane, 18 hours and nine minutes out of San Diego, settled down on the waters of Honolulu harbor at 8:52 a.m.

Newspaper men at San Diego and Honolulu got the story at approximately the same time. Bernard Boyd, local radio amateur, in constant communication with the "Guba" as it roared over the Pacific, telephoned the news to a Tribune reporter. The latter passed it on to the Associated Press correspondent at the next desk.

The A.P. man typed a brief bulletin and handed it to Ted McKenna, another member of the staff. Ted dashed upstairs to the A.P. office, giving the bulletin to H.P. ("Wilkie") Wilkinson, teletype operator. Wilkinson sat down at his sending machine—a typewriter-like instrument—and broke into the "Big City" wire with the bulletin.

Clicks Nearly Identical

As he punched out the story, the words were recorded automatically on the teletype machine next to him—hooked to the 'Big City" wire—and simultaneously on the machines in Los Angeles, Long Beach, Fresno, Oakland, Sacramento and San Francisco, the control point.

Next to the "Big City" teletype in the local office is another machine receiving news on the "Round Robin' east wire. This hookup includes San Francisco, Sacramento, Reno, Salt Lake City, Denver, Kansas City, the control point; Albuquerque, Phoenix, Los Angeles, Long Beach, San Diego and Fresno.

As "Wilkie" punched out the first few words of the local bulletin, the "Round Robin" wire was carrying a bulletin from Honolulu via San Francisco, "The flying boat 'Guba' . . . landed here from San Diego, Calif., at 6:22 a.m. today" (8:52 Pacific standard time), it stated.

The stories were punched out almost word for word from San Francisco and San Diego, appearing simultaneously on the two teletype machines. 'They finished in a dead heat," said McKenna.

Archbold Hops At 2 P.M.; Plane Tested

June 29 38

Richard Archbold, planning to take off from San Diego for New Guinea at 2 p.m. today in his $250,000 Consolidated Aircraft Corp.-built flying boat "Guba," took the 13½-ton craft aloft this noon for its final test flight before attempting the 6284-mile flight across the Pacific.

With five flight companions, Archbold hopes to land at Pearl Harbor, Honolulu, first stop en route, shortly after 6 a.m. tomorrow.

Aboard Archbold's plane, the "Guba," are 1700 gallons of gasoline and emergency rations sufficient to last for three weeks. Newsreel cameramen arrived here today to take pictures of the take-off.

With Archbold on the flight will be Russell Rogers, pilot; Lewis A. Yancey, navigator; Gerald D. Brown, flight engineer; Raymond Booth, radio operator, and Stephen Barrinka, assistant flight engineer.

The six hope to fly the 2267 miles to Honolulu in 18 hours, the 1999 miles from Honolulu to Wake island in 14.3 hours, and the 2018 miles from Wake island to Humboldt bay, New Guinea, in 14.4 hours.

Archbold, mammologist and research associate of the American Museum of Natural History, plans to remain in New Guinea for about two years, collecting specimens and photographs for the museum. He will use the "Guba" to transport equipment and personnel from the base on the north coast of New Guinea to virtually inaccessible lakes high in the interior.

LEGO S Diego Tribune 6/7/38

GUBA TO MAKE WAKE ISLAND FLIGHT TODAY

Archbold May Continue Non-Stop To Guam, Says Message

Richard Archbold and his crew of five were to take off from Hawaii in their Consolidated airboat "Guba" at about 4:30 p. m. (P.S.T.) today for Wake Island, 1999 miles away, with a possibility that the big exploration plane may be flown directly to Guam, a distance of 3300 miles.

Daylight Landing

In radio conversation with Barney F. Boyd, his San Diego base station operator, Archbold last night said the second lap of the flight to Dutch New Guinea would begin this afternoon in order to make a daylight landing at Wake. He mentioned the possibility of continuing non-stop to Guam if weather conditions are favorable and the plane is functioning perfectly.

The giant craft, which will be used in transporting scientists and equipment in Dutch New Guinea for an American Museum of Natural History expedition, flew from San Diego, where it was built, to Pearl Harbor in 18 hours, six minutes last week.

Protection Promised

Never before has a plane been piloted non-stop from Hawaii, either to Wake or Guam.

Archbold has been informed that 150 Dutch soldiers will be assigned to the explorers at Lake Habbema, 110 miles from the seacoast of Dutch New Guinea, to protect them from native head hunters.

NAPED BOY

Navy Mark Falls In Flight From S. D. to Hawaii

Richard Archbold, flying Pacific sky lanes in the interest of natural science, dropped his huge $250,000 Consolidated flying boat "Guba" down on the glassy waters of Honolulu harbor at 8:52 a.m. (P.S.T.) today, completing the first leg of his 6284-mile flight from San Diego to New Guinea.

Navy Mark Falls

Archbold, with five companions, made the 2267-mile flight from Pt. Loma to Honolulu in 18 hours, 9 minutes, a new record for an aerial

(Pictures on Page 15-A.)

crossing from California to Hawaii. It bettered the previous fastest San Diego-Honolulu flight of 20 hours, 30 minutes, made Jan. 18-19 this year by 18 navy planes, by 2 hours, 11 minutes.

The "Guba," a New Guinea native word for "sudden storm," rose quickly from the waters of San Diego bay at 2:43 p.m. yesterday after a short run of less than 1000 yards. A crowd of more than 200 was assembled at the Lindbergh field ramp to watch the take-off.

Although visibility conditions here at the time of departure were only fair, Archbold apparently found good weather for flying during most of the journey to Honolulu. Bernard Boyd, local radio amateur, who maintained radio contact with the plane throughout the flight, said no reports were received of the type of weather encountered. The International News Service reported a brisk tail wind aided the plane as it neared Honolulu.

Next Hop Monday

With Archbold, who plans to spend two years exploring in New Guinea for the American Museum of Natural History, of which he is a research associate, are Russell Rogers, pilot; Lewis A. Yancey, navigator; Gerald D. Brown, flight engineer; Raymond Booth, radio operator, and Stephen Barrinka, assistant flight engineer. They plan to remain at Honolulu until Monday, when they depart for Wake island, 1999 miles distant, and after a short lay-over there continue on to Humboldt bay, New Guinea, 2018 miles from Wake island.

When Archbold left San Diego he estimated the required flying time from here to Honolulu as 18 hours. He hopes to fly from Honolulu to Wake Island in 14 hours, 18 minutes, and from Wake Island to Humboldt bay in 14 hours, 24 minutes.

The "Guba" was flown at an average altitude of from 6000 to 7000 feet, according to radio advices from the plane to Boyd. A feature of the flight, Boyd said, was the contacting by the "Guba" of the expedition's base station in New Guinea by radio, and the contacting by Boyd of the same station.

Rare Specimens Sought

Awaiting Archbold and his flight companions at Hollandia, New Guinea, is a party of museum scientists, which will seek rare specimens of plant and animal life from the jungles surrounding Lake Habbema, 12,500 feet above sea level. In the museum's party are Dr. Austin Rand, Dr. Charles Brass, of Brisbane, Australia; William Richards, and Harold Rann, radio engineer. For the next two years the plane is to be used to carry supplies from Hollandia to the isolated camp high in the interior. Specimens gathered will be flown back to Hollandia for shipment to New York.

Archbold's plane, similar to the navy's long range patrol bombers, is equipped with life rafts, parachute flares and emergency rations. It is the second built by Consolidated Aircraft Corp., for Archbold,

(Continued on Page 6-A, Col. 2)

Record Set By Archbold On Pacific Hop

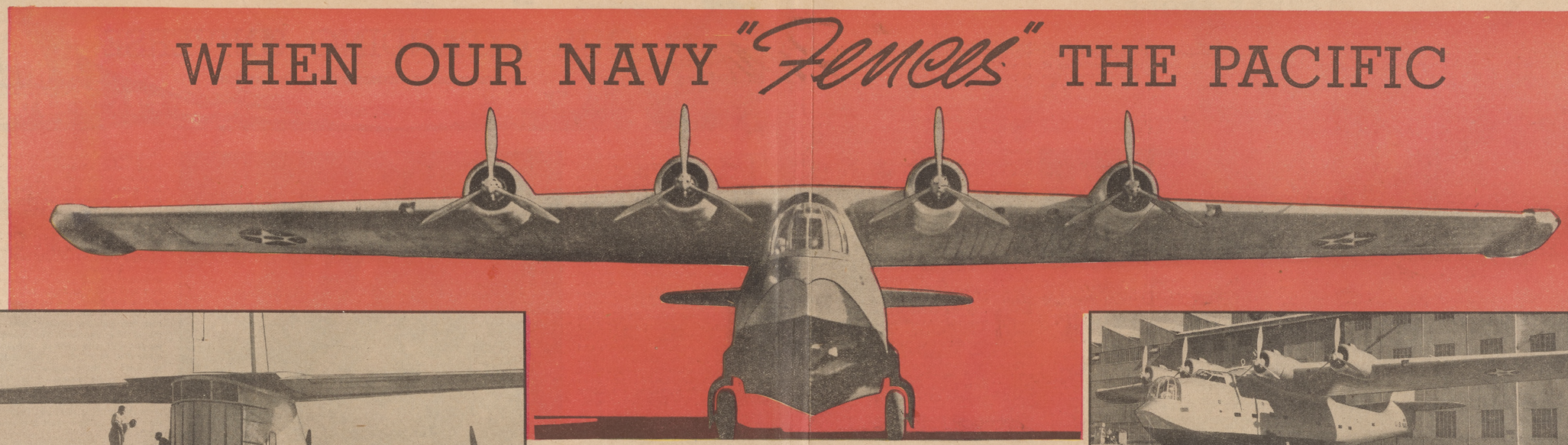
CONTINUED FROM PAGE ONE

the first having been turned over to the Sir Hubert Wilkins Arctic expedition last year, which sought six missing Russian transpolar fliers.

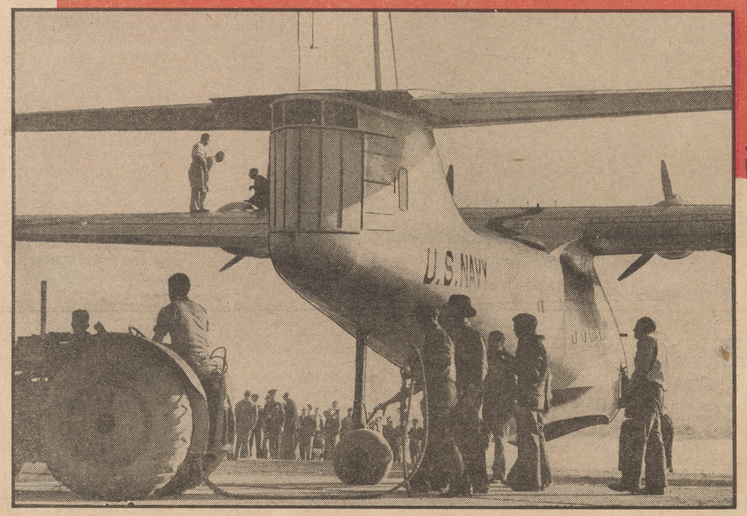
The "Guba" is the forty-fifth Consolidated Aircraft Corp.-built plane to fly from San Diego to Honolulu in the last 18 months. In a routine navy delivery Jan. 28, 1937, 12 PBY planes landed at Pearl Harbor, covering 2553 miles in 21 hours, 43 minutes. A second flight of 12 navy bombers was made April 12-13, 1927, when they flew 2553 miles in 21 hours, 21 minutes. The navy's mass flight record to Honolulu was made Jan. 18-19 this year, when 18 flew 2553 miles in 20 hours, 30 minutes. Archbold, himself, has made three previous long-distance flights in Consolidated planes. The first to cross the continent in a flying boat, Archbold flew from San Diego to New York June 23-24, 1937, covering 1700 miles in 17 hours, 3 minutes. On Dec. 3, 1937, he landed at Miami, Fla., after a 2300-mile flight from San Diego, made in 14 hours and 10 minutes. He repeated his Miami flight Feb. 26 this year, covering the 2300 miles in 12 hours, 35 minutes. His plane is powered by two Pratt & Whitney, twin-row Wasp engines. Its gasoline load, 1700 gallons, weighs 10,200 pounds.

Archbold's mother, residing at Bostonia, bade farewell to her son at home and was not at Lindbergh field for the take-off. The only relative of the "Guba's" personnel at the field when the plane left were Archbold's aunt, Mrs. Margaret Barron, and Mrs. Yancey, wife of the navigator.

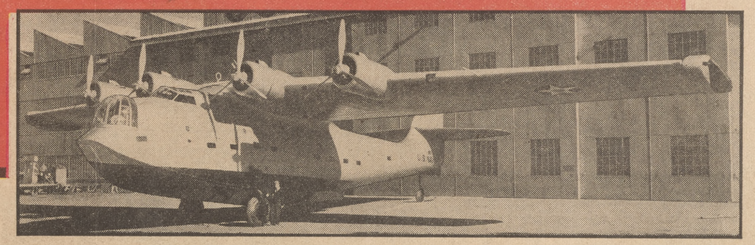
WHEN OUR NAVY "*Fences*" THE PACIFIC



THE XPB2Y-1 WHICH WILL GREATLY EXPAND THE RADIUS OF THE UNITED STATES NAVY PATROL WINGS AND HELP MAKE THE "FENCE" PRACTICAL



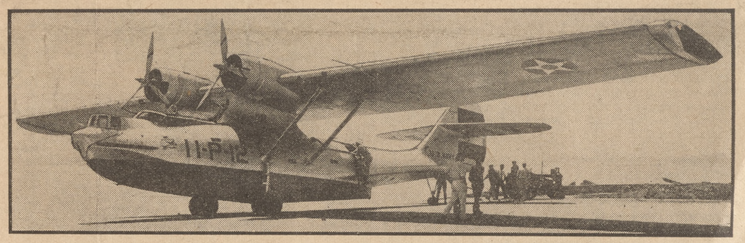
TAIL VIEW OF THE NEW SHIP, SHOWING TURRET BUILT INTO HUGE CRAFT



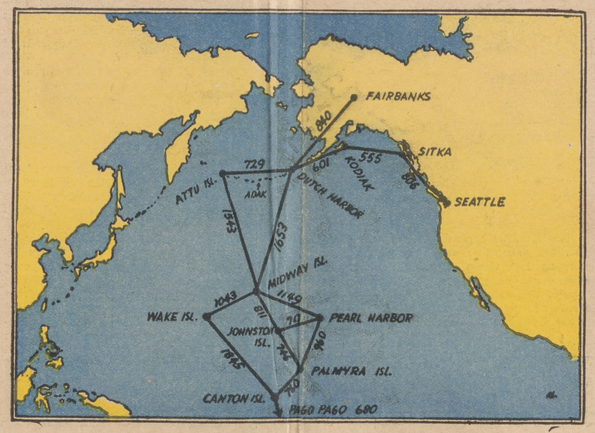
ANOTHER VIEW OF THE HUGE $1,000,000 FORTRESS FOR THE NAVY

Under construction now, the "fence" will provide the nation with an ever-ready facility for information and security. Exact details are closely guarded, but the objective was recently disclosed before the House Naval Affairs Committee — and now to you

BY WALDO DRAKE



FORERUNNER OF THE NEW PLANES, THE TWO-MOTORED PBY-2 WHICH HAS PERFORMED BRILLIANTLY FOR THE NAVY



SKETCH SHOWING HYPOTHETICAL LINES THAT WILL BE FORMED WHEN 'FENCE' IS COMPLETE

A 8000-mile "fence" down the center of the Pacific, to provide the nation with an ever-ready facility for information and security, is being quietly built by the Navy.

Briefly, it will consist of bases for both military and commercial seaplanes along this far-flung line; with special attention being focused on facilities to be constructed along its center, at Midway, Wake and Canton islands.

Although exact details are being closely guarded by the Navy, the objective was recently disclosed by Admiral William D. Leahy, Chief of Naval Operations. In testimony before the House Naval Affairs Committee, Admiral Leahy made the following succinct explanation of America's new mid-Pacific frontier:

"It is impossible for anybody to say where the line of defense is going to be. We have a line shown on the map which we are going to cover in in order to obtain information of the enemy.

"It is not a line of defense. The line of defense may be much closer to our own shores than that; it may be beyond that, but that is a line where we expect to obtain sufficient information upon which to base our operations."

The most significant thing about this plan is that it comprises a program which can—in the observable future, at least—be successfully executed, in either peace or war, by just one agency on the face of the earth—the United States Navy.

That is because the Navy has expended ten years of tireless, well-directed effort in the development of the long-range patrol flying boat, together with the perfection of a doctrine for the operation of this type of plane under the most arduous conditions.

The result is that today the United States Fleet has some 200 huge bimotored flying boats in the five wings of the Scouting Force patrol squadrons; each plane capable of transoceanic flights in excess of 3000 miles. These big air cruisers, carrying and sustaining seven-man crews, are likewise able to land and take off in midocean in any but the most boisterous weather.

THEIR pilots have been schooled and indoctrinated in exact transoceanic navigation. They have proved their efficiency in this respect in the recent numerous mass flights from San Diego to Hawaii and to Panama, and from Seattle to Alaska, all completed without mishap and exactly on schedule. Likewise, the squadrons have maintained constant radio communication with distant bases during these flights.

It is this great aerial patrol force, unequaled in world aviation, that is already prepared to take over the constant patrol of the Pacific if and when danger of war appears. To those familiar with the accomplishments of the patrol squadrons in recent maneuvers it is inconceivable that an enemy naval force of consequence could enter an area under their patrol without being observed and reported.

As indicated by the accompanying chart, the Navy's gigantic "fence" of air observation bases would begin at the Sand Point base near Seattle and continue out and down the center of the Pacific as follows: 806 miles north to Sitka, where an operating base has been in operation for a year; 555 miles across the Gulf of Alaska to Kodiak Island, where $5,000,000 is to be expended for a similar fleet air base; 600 miles down the Alaskan Peninsula to the naval base at Dutch Harbor; thence through the Aleutian island chain to westernmost Attu Island, 729 air miles west of Dutch Harbor.

From Attu, or more properly, Dutch Harbor, the "fence" will run south 1653 miles to Midway Island. At this mid-Pacific atoll, already under development as a station on the California-China route of Pan American Airways, the War Department is preparing to expend more than $1,000,000 to build a breakwater and seaplane basin for the Navy. Before this is published, the Navy transport Sirius will have departed San Francisco for Midway with the Army expedition, headed by Lieut. Henry L. Hille, Jr., Corps of Engineers.

West of Midway 1034 miles lies Wake Island, where a similar seaplane harbor will be constructed after completion of the Midway project. The next vital "post" in the line is Canton Island, 1845 miles southeast of Wake. From Canton Island, recently annexed to the United States by President Roosevelt's executive order, the line runs 680 miles south to its southern terminus, the magnificent natural harbor at Pago Pago, American Samoa.

Incidentally, it is observed that the line from Wake to Canton Island runs directly in front of the Japanese-mandated Marshall Islands, which, observers believe, would be used by Japan as points d'appui in any trans-Pacific naval expedition.

THE great fleet base at Pearl Harbor, Hawaii, where the bulk of the Navy's transoceanic aerial patrol force is already stationed, would of course play a vital role in this Pacific reconnaissance plan. In fact, Pearl Harbor would most likely prove the keystone of the entire scheme. As indicated on the chart, the squadrons from Pearl Harbor could operate to the south and westward via intermediate bases at Johnston Island and Palmyra Island.

In the remote possibility that enemy air or surface forces did slip by this line unobserved, either to the south or north, there remain strong secondary safeguards. At Fairbanks, 840 miles northeast of Dutch Harbor, the Army is building its primary Alaskan air base. At Panama, the three squadrons of Patrol Wing Three are on station. Their 3000-mile scouting line to the westward could easily be extended, to meet the Pearl Harbor radius, by seaplane tenders.

Pearl Harbor will be the center of a gigantic circle, with a 1500-mile radius, which would be kept under constant patrol by both Army and Navy scouting and bombing squadrons. In addition, air patrols maintaining scouting lines far off the Pacific Coast would operate from Navy bases at San Diego, San Pedro, San Francisco Bay and Puget Sound, from Army airdromes at March Field, San Francisco and Spokane. Finally, there would be the United States Fleet itself, with its hordes of carrier-based aircraft, plus the air and surface scouting of its cruisers and their planes, its destroyers and submarines.

Actually, this "aerial line of observation" plan is only in its infancy. All of the Navy's mass flight records of the past several years have been established by the Consolidated two-motored "PBY" flying boats. These are remarkable planes, but their brilliant performance has already been eclipsed by another Consolidated product, the giant four-motored "XPB2Y-1," now completing rigid Navy tests at San Diego.

This $1,000,000 air-borne cruiser, powered with four 1050-horsepower motors, has a gross weight in excess of 60,000 pounds and an extreme range of nearly 5000 miles. Her two decks contain complete living and sleeping quarters for a crew of twelve, plus two auxiliary engines for supplying current for both lighting and a complex radio equipment.

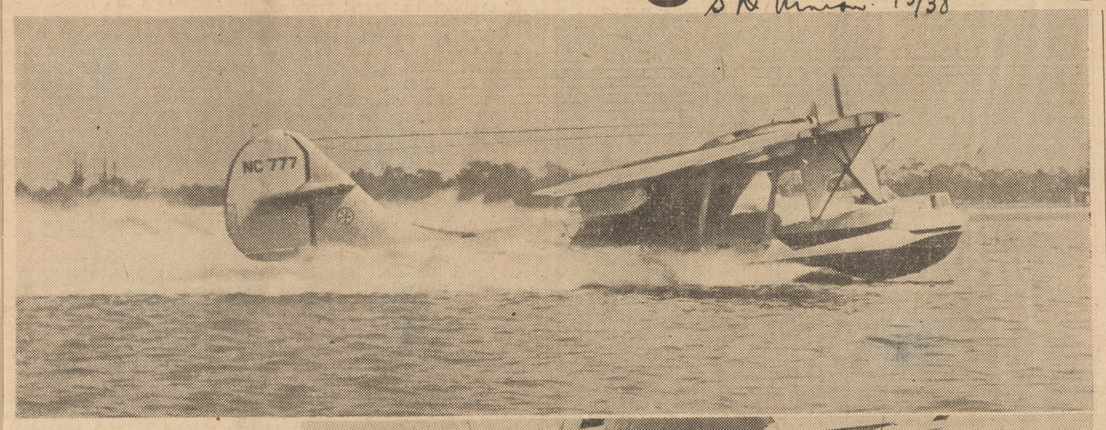
But, although the "XPB2Y-1" will greatly expand the radius of the Navy patrol wings, she herself is soon to be dwarfed by the Boeing Clippers to be used in trans-Pacific and trans-Atlantic routes by Pan American Airways.

AND the Navy is planning even bigger flying cruisers. When the "XPB2Y-1" was designed the 1050 horsepower motors were the highest-powered engines available. Today, the 1600-horsepower motor is here and the 3000-horsepower plant is in sight. This additional power and advances in design and construction practice promise seaplanes whose size and inherent strength will definitely eliminate existing restrictions of operating radius and seaworthiness of hulls.

Observers regard the scheme of aerial observation bases as the greatest advance in Pacific naval strategy since selection of Pearl Harbor as a naval operating stronghold. Development of the plan was not possible, however, until Japan abrogated the London Naval Treaty of 1936.

'Flying Lab' 1100 Miles at Sea On Scientific Flight to Jungles

S D Union 6/3/38



Ready to lift its wings in flight to Honolulu, the $250,000 "flying laboratory" (upper) is shown taking off after having been launched from the seaplane ramp at Lindbergh field. The crew (lower, left to right), Stephan Barrinka, Ray Booth, Lewis Yancey, Russell Rogers, Richard Archbold and Gerald Brown.

Archbold Off In S. D. Plane; At Hawaii Today

BULLETIN

Roaring through clear weather, Richard Archbold, who took off from here at 2:43 yesterday afternoon for Honolulu, reported his position by radio at 11:15 last night as 1119 land miles west of San Diego.

On an air adventure which will take them over the trackless wastes of the South Pacific and the jungles of New Guinea, Richard Archbold, research associate of the American Museum of Natural History, with five flight companions, took off in their $250,000 "flying laboratory" at 2:46 p. m. yesterday for Hollandia via Honolulu and Wake island.

Russell Rogers, pilot, gave a masterly exhibition of airmanship at the takeoff. Pointing the nose of the 14-ton craft seaward, he opened the throttle of the two 1000-horsepower motors and in exactly one minute after a run of less than 1000 yards, lifted the plane into the air.

Flying with Archbold on the 6284-mile air voyage to New Guinea are, in addition to Rogers, who hails from New York, Lewis A. Yancey, navigator, New York; Gerald D. Brown, flight engineer, New York; Stephan Barrinka, assistant flight engineer, New York, and Ray Booth, radio operator, Rosland, N. J.

BAD WEATHER AHEAD

Ten minutes before the take-off, Archbold and Yancey conferred with Dean Blake, meteorologist. Weather conditions were far from ideal. Heavy clouds extended far out into the Pacific, but Blake advised Archbold to take the plane up to the 6000-foot level, where he would meet with tail winds and be above the cloud banks. Rainstorms will be encountered 500 miles west of the island of Oahu.

Archbold said he expected to land at Pearl Harbor within 18 hours or in time for a late breakfast this morning. Sunday at dawn he will take off for Wake island, 1999 miles distant, and Tuesday for Hollandia on the north coast of New Guinea. This leg of the flight, 2018 miles, over an unblazed airway, will take the air adventurers well east of Japan's mandated islands, over the Ralik chain of atolls into the area of the Southern Cross.

Awaiting Archbold at Hollandia is a party of scientists from the American Museum of Natural His-

(Continued on Page 3, Col. 3)

S. D. AMATEUR WILL WATCH BY RADIO

Barney Boyd, amateur radio operator (left), bids farewell to Richard Archbold and his flight companions. Boyd plans to keep in constant radio communication with the plane.

* * *

Flying Lab Due At Hawaii Today

(Continued from Page 1)

tory including Dr. Austin Rand; Dr. Charles Brass, botanist from Brisbane, Australia; William Richards, mammalogist, and Harold Rann, radio engineer.

TO SHUTTLE SUPPLIES

For the next two years the plane will shuttle between the main base at Hollandia and a camp to be established at Lake Habbema, 12,500 feet above sea level and 300 miles inland. Over jungle trails scientific expedition members traveled for days with mules or native Papuan carriers, Archbold's plane, named the Guba, will be able to traverse in minutes. Jungle camps where the plane cannot land will be provisioned by parachute. Specimens of New Guinea's plant and animal life will be flown back to Hollandia and thence shipped to New York.

The Guba is the second built by Consolidated for the New Guinea expedition. The first ship was sold to Russia when a plane of this type was needed to search for the missing Russian polar fliers.

LIKE NAVAL BOMBERS

It is similar in construction to the navy's long-range patrol bombers, is equipped with life rafts and parachute flares and emergency rations to last several weeks. The gas capacity at the take-off was 1725 gallons.

Barney Boyd, short-wave radio expert, 4635 Fifty-sixth st., has made arrangements to keep in constant communication with Archbold during the entire flight to Hollandia. The radio call letters of the Guba are KHAHX and those of Boyd's station W6L-44. Messages will be exchanged on 6210 and 12400 kilocycles.

Mrs. Margaret Barron, an aunt of Archbold's, and the wife of Capt. Yancey were the only relatives present at the take-off. Archbold's mother, at Bonita, preferred to remain at home after bidding her son farewell.

Archbold Hops For Wake Island

S D Union 6/7/38

Night Trip to Avert Japanese Protest

BULLETIN

Roaring smoothly through ideal weather at 120 knots, Richard amateur, reported at 11:35 last night that he was 529 miles the hop. Archbold gave his position as 12.20 north latitude, 166.30 west longitude, 270 degrees west. He said the "flying laboratory" was up 7500 feet, and estimated Wake arrival time at 11:15 a. m. (P.C.T.), if winds and weather continue favorable. The distance to Wake from the position given was reported as 1547 miles.

HONOLULU, June 6 (A.P.)—The big seaplane which Richard Archbold, expedition leader, is flying from California to New Guinea took off from here at 5 p. m. (7:30 p. m. San Diego time) today and headed for Wake island, 2300 miles away.

Archbold observed as he left that his flying boat should alight at Wake island at dawn Wednesday—as they lose a day crossing the international dateline.

The craft will complete its journey around the world at the conclusion of two years' scientific work for the American Museum of Natural History at New Guinea, Archbold said.

First, however, it must prove itself on the flight to Wake island, and also on the final leg of the present trip—2300 miles from Wake to Hollandia, New Guinea, with Archbold and six other men aboard. It functioned well Friday in alighting here from San Diego after flying 2624 miles in fast time.

Crew members of the "flying laboratory" pointed out that departure from Wake island was in the afternoon to reach New Guinea after dawn. Therefore if the plane passes over Japanese mandated islands it will be in the night time and the crew will see nothing. It has been reported the Japanese authorities might object to such flight.

Archbold Hops For New Guinea

S D Union 6/9/38

On the last leg of his 2-stop flight from here to New Guinea, Richard Archbold, who hopped from Wake island at 9:03 local time last night, reported "everything O.K." in a radio contact a short time later with Bernard F. Boyd, local amateur. The flying explorer, said Boyd, in frequent contact with the plane, estimated that it would take from 16 to 17 hours to negotiate the 2300-mile open-water flight.

WAKE ISLAND, June 9 (Thursday) (A.P.)—The seaplane Guba, bearing Richard Archbold and five companions on a pioneer research flight to Hollandia, New Guinea, hopped from here today.

The American Museum of Natural History's flying laboratory will be the first plane ever to undertake flight of the 2300 miles of open ocean from Wake to New Guinea.

While Archbold, New York scientist explorer, is head of the expedi-

(Continued on Page 2, Col. 3)

Archbold Hops For New Guinea

(Continued from Page 1)

tion, Lewis A. Yancey, New York, veteran transatlantic flight navigator, will have the job of navigating the twin-motored flying boat to its destination.

The Guba arrived here yesterday after a non-stop, 2300-mile flight from Honolulu in 16 hours, 45 minutes. It was the first time the distance had been flown without a stop. Pan American clippers travel the route but stop at Midway island.

6 S. D. NAVY BOMBERS HOP TODAY ON FIRST LEG OF ALASKA FLIGHT

S D Union 6/13/38

En route to the navy's new fleet air base at Sitka, Alaska, first of a number of aerial bases to be established in America's "last frontier," six multi-motored long-range patrol bombers will take off from San Diego at 9 this morning for Seattle.

The planes, comprising Squadron 16, commanded by Lt. Comdr. Delbert L. Conley, with a crew of 12 officers and 30 men, will make a continuous nine-hour flight from Pt. Loma to Puget Sound.

Squadron 16 is a unit of Patrol Wing 4, which operates in the Seattle-Alaska sector.

Rear Adm. Charles A. Blakely, commander of aircraft, Scouting force, will sail aboard the flagship Wright next Monday for the north coast. He will be absent two months. The tender Langley will accompany the Wright but will not return to San Diego until late in the fall.

Several changes have been made on Admiral Blakely's staff. Comdr. Dixie Keifer has been ordered to duty as inspector of aircraft engines at Hartford, Conn. He has been relieved as engineer officer by Lt. Comdr. T. S. Combs, formerly attached to Scouting Squadron 5 aboard the new carrier Yorktown. Lt. W. P. Cogswell, formerly on the staff of Vice Adm. Ernest J. King, has taken over duties of communications officer as relief of Lt. H. C. Owen.

Non-Stop Flight to Seattle Set for 6 S. D. Planes

Under command of Lt. Comdr. D. L. Conley, six naval airboats of Patrol Squadron 16 will leave San Diego early Monday on a non-stop flight to the Sand Point Naval Air Station, Seattle. Next month the squadron will fly to the new fleet air base at Sitka. The personnel includes seven officers and 40 men.

CONSAIR'S CHAMPIONSHIP TEAM OF KEGLERS

S D Union 6/22/38

The Sheet Metal team recently defeated the Office department to gain undisputed title of the championship bowling club of the Consolidated Aircraft leagues, just ended at Sunshine alleys. Members of the winning team are (left to right): Ward LeVere, Henry Meyers, Kenneth Williams, Ray J. Dyjak and Matt R. Dyjak.

Secret Ballot To Determine Consair Bargaining Unit

Date For Election Set Tomorrow; Employes As Of May 6 To Be Eligible

S. D. Sun 6/27/38

Date for an election by secret ballot to determine which group will represent employes of the Consolidated Aircraft Corporation in collective bargaining will be decided tomorrow.

Such was the word received late yesterday from Maurice Howard, field examiner for the National Labor Relations Board office in Los Angeles, following issuance of an order Friday by the NLBR in Washington that an election be held within 15 days.

Unions to Confer

Representatives of aircraft division, local 506, of the United Automobile Workers of America, a CIO affiliate, and of the International Association of Machinists, aircraft local 1125, an AFL affiliate, will meet with representatives of the NLRB and of Consolidated at 10 a. m. in the office of Donald Frye, plant personnel director, to arrange details of the poll and its date.

Eligible As of May 6

In its order for the election, the NLRB specified that all men employed by Consolidated as of May 6, last, will be eligible to vote. Only exceptions to the eligible voters will be those who voluntarily left the employ of the company or who were discharged for cause since May 6.

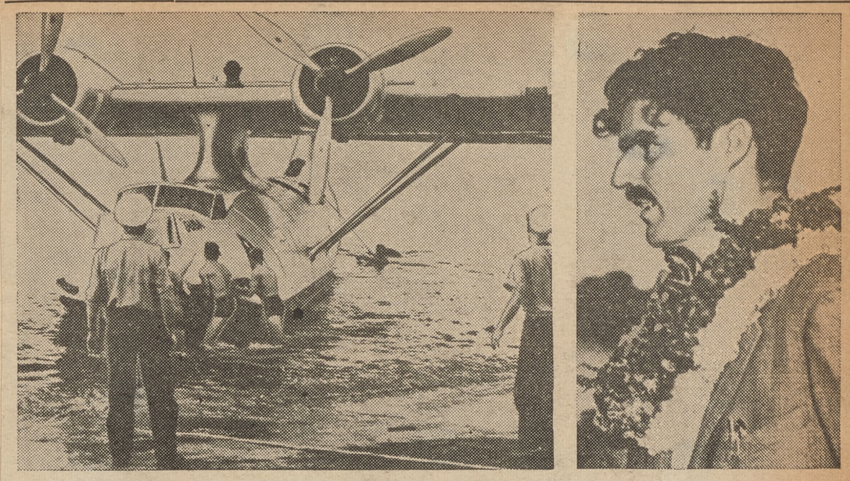
Officials of the local CIO affiliated union interpret the order to mean that all men laid off since that date by reason of a slack in work orders will be able to vote.

It was reliably, but unofficially, reported that from 70 to 100 workers have been laid off each week since May 6 because of the asserted lack of work.

Thirty-seven planes are reported to be under construction in the plant at present.

Flying Laboratory on Record Trip

JUNE 15, 1938



The "Guba," huge flying laboratory of Richard Archbold expedition into New Guinea, is moored (left above) on landing at Pearl Harbor, Hawaii, after record flight from San Diego. Ship will be expedition headquarters and laboratory on arrival in New Guinea. Archbold wears leis on arrival. The 6,284-mile flight was completed without incident on June 10. The expedition will explore New Guinea for two years.

SENATE APPROVES CLAIM OF CONSAIR

SD "NOON" 6/29/37

A bill by Sen. McAdoo, authorizing payment of $92,993 to settle claims of the Consolidated Aircraft Corp. for additional costs incurred in carrying out a contract with the war department in 1933, was approved yesterday by the senate, The Associated Press reported.

Another bill, by Sen. Walsh (D-Mass), authorizing the navy to transfer to San Diego certain lands within the naval supply depot in the city, also was passed.

PLANS FOR CONSAIR ELECTION MAPPED

S D Sun 6-27-38

To determine the date and rules of conduct of the labor election which the National Labor Relations Board ordered held at the Consolidated Aircraft Corp. plant within the next two weeks, representatives of the company, the rival aircraft unions, and the NLRB, met in the San Diego plant today.

Contesting for the privilege of representing the hourly paid employes in collective bargaining are Aircraft Local 1125, of the AFL International Association of Machinists; and Aircraft Local 560 of the CIO United Auto Workers of America.

CONSOLIDATED Aircraft Corp. celebrated its fifteenth birthday May 29 with an open house that brought 32,000 visitors through the plant.

WITHOUT the fan-fare accompanying similar accomplishments, Richard Archbold spans the Pacific Ocean to New Guinea in his Consolidated flying boat "Guba." The crew consists of Russel Rogers, pilot; Lewis A. Yancy, navigator; Gerald Brown, flight engineer; Stephen Barrinka, assistant flight engineer; and Ray Booth, radio operator.

June 20 '38 NEWSWEEK

AVIATION

Epic of Private Flying: New York Zoologist Pioneers in Air and Jungle

Two years ago, a tall thin young man stood cursing on the beach at Port Moresby, New Guinea. A sudden storm had just swept across the bay, sinking Richard Archbold's $85,000 Fairchild amphibian. But it wasn't the financial loss that disturbed the American Museum of Natural History's zoologist. The fortune founded by a grandfather who had once been the president of Standard Oil Co. of New Jersey would stand far worse blows than that. The plane was Archbold's only means of sending supplies to his expedition, which was laboring far in the mountainous interior of the island. He had to order a long, laborious retreat. But he didn't give up.

Last week Archbold stood squinting through the early morning sunlight at another New Guinea harbor scene—this time with intense satisfaction.

It had been a long two years. Back in the United States, he had waited months for delivery of the best plane he could buy for his purposes—a $250,000 twin-engined Consolidated flying boat, sister ship of the Navy's crack patrol bombers. Then Levanevsky's Moscow-California plane disappeared in the Arctic, and Archbold let the Russians buy his new delight to press their search.

A second Consolidated delivered, Archbold assembled his crew: Russell Rogers, veteran of the 1936 expedition, as pilot; Lewis Yancey, transatlantic flyer, as navigator; Ray Booth, as radio man; Gerald Brown and Stephen Barrinka, as mechanics.

June 2, with no more apparent effort than a Pan American Clipper crew shows taking off on a weekly flight to the Orient, Archbold and his companions set out from San Diego. Last Friday their ship rode peacefully at her moorings in Hollandia on the northern coast of Dutch New Guinea. Stopping only at Hawaii and Wake they had spanned 7,000 miles of ocean with a brilliance unparalleled in private flying. And ahead lay a two-year expedition in a region of the interior that promised science even richer finds than the country of his 1936 efforts: Stone Age tribes, whole jungles of uncatalogued plants and case after case of animal forms no white man had yet seen.

48 BOMBERS SCHEDULED FOR MASS FLIGHT

S D Sun 6/23/38

Secrecy Shrouds Saturday Takeoff Of Squadron For Seattle

One of the most ambitious mass flights, in number of planes involved, in Navy history will get under way here Saturday, it was revealed officially today.

Forty-eight of the Navy's powerful, long-range PBY-type patrol bombers will begin taking off the harbor here at 5:30 a. m., and by 8 a. m. the big craft will be swinging along in formation, over the Pacific, heading for Seattle.

Secret Maneuvers

Rumors were current that the squadrons, after arrival in Seattle, would head for the Fleet airbase at Sitka, Alaska, for secret maneuvers, testing the defenses of the nation's most northerly outpost.

Rear Adm. Charles A. Blakely, commander of the aircraft scouting force, will be in command of the flight. It could not be learned officially, but it was rumored, that Adm. Blakely would transfer his flag to one of the planes for the hop. His flagship, the USS Wright, sailed from San Diego Monday to take part in tactical maneuvers now in progress off the coast and then head for Seattle.

Langley En Route

The aircraft tender USS Langley, a converted carrier, also sailed Monday for Seattle.

Unusual secrecy surrounded all plans for the flight, and its objective was known only to members of the high command.

It was known, however, that an unusual concentration of warships will take place in northwestern waters on July 4. Five dreadnaughts are to be in Puget Sound at that time, and virtually all heavy cruisers will be in and around Puget Sound and in Alaskan waters, leading to rumors these surface craft would co-operate with the planes in secret maneuvers.

Pacific Flyer-Explorer Due Here At End Of Year

MELBOURNE "HERALD" 1 JUNE 1938

Richard Archbold, young millionaire explorer and scientist, who is expected to begin his Pacific flight from California to New Guinea within the next two weeks, will almost certainly fly on to Sydney about December.

Mr Archbold would already have been in Australia had not a Soviet trans-Polar flight ended in disaster.

Although he originally planned to visit Australia and New Zealand before settling down to exploration and scientific work in the unmapped portions of New Guinea, he now proposes to spend six months there before coming south, according to private advice received here.

Sydney is now mentioned as his destination, but it is thought certain here that he will wish to see more of Australia and will fly on at least as far as Melbourne.

The Tasman flight he originally planned would be very easy compared with some of the stages of the California-New Guinea flight.

SOVIET REQUEST

Mr Archbold, whose scientific work will be done for the American Museum of Natural History, first intended to set up a base in New Guinea a year ago. His first flying-boat, a modification of the famous American Navy Consolidated II patrol boat, was ready when the Russian airman, Levanevsky, was lost on a Polar flight.

The Soviet Government asked Mr Archbold to sell his boat, as it was the most suitable aircraft available for long Arctic flights. He agreed, and since then Sir Hubert Wilkins and Mr Hollick-Kenyon—who was Lincoln Ellsworth's pilot on his Antarctic flight two years ago—have flown the boat many thousands of miles on the unavailing Arctic search for the lost plane.

Mr Archbold's present boat, the Guba II, is a sister-ship of the first.

4 JUNE 1938

AIR EXPLORATION OF N. GUINEA

MELBOURNE "SUN NEWS-PICTORIAL"

American Expedition Leaves San Diego

Sun World Cables

SAN DIEGO (Cal.), Friday.

The Archbold air expedition left for Honolulu yesterday, en route for New Guinea by way of Wake Island.

The aerial explorers are Richard Archbold, a wealthy scientist and five companions. They are accompanied by two aviation experts, who assisted Sir Hubert Wilkins in his recent search for the missing Russian flyers.

Their plane, which cost £62,000, is expected to reach Honolulu in 18 hours. It has a cruising range of 4000 miles.

Mr. Archbold expects to spend two years in Dutch New Guinea collecting mammalogical species.

Services plan huge craft

Unofficial reports indicate Army and Navy developing 100,000 pound bombers

Military aircraft grossing more than 100,000 pounds are in the making, according to reports that leaked out last month when the launching of Boeing's 4¼-ton clipper and Douglas' 30-ton land transport created an aircraft size-conscious public. A 160,000-pound Army bomber going into construction at the Douglas plant and an experimental Navy craft weighing in excess of 100,000 pounds were said to be the latest developments of large craft by the military services of this nation.

The proposed bomber was said to have a span of 250 feet, will probably have six 2,000 h.p. engines and will cruise at a speed comparable to that of the Boeing "Flying Fortress." It is believed that the proposal Douglas made to Pan American Airways was based on the engineering figures obtained from the Army experimental contract for this huge bomber, the Pan Am plane being the commercial version of the military plane.

Recent appropriations for Naval experimental projects has included $2,400,000 that has been earmarked for the development of a huge flying boat grossing about 100,000 pounds—a forerunner of a fleet of 15. Reports vary as to the placing of the order with both Martin and Consolidated coming in for mention. According to past Navy practices it is quite possible that both of these firms have been issued an experimental contract with experimental appropriations apportioned over a period of two or more years.

The exact plans of the military services are unknown and probably will remain in that state for some time to come but it is certain that at present the services are at least seriously experimenting with the idea of large aircraft and we will soon see today's "big" ships dwarfed with craft of almost unbelievable size.

CONSAIR VOTE SET JULY 12

All Workers As Of May 6 Eligible To Ballot

S.D. Sun—7/1/38

The collective bargaining agent for hourly paid employes at Consolidated Aircraft Corp. will be determined at a labor vote to be held at the plant July 12, it was agreed late yesterday after a series of conferences attended by repsentatives of the National Labor Relations Board, the CIO and AFL Aircraft locals, and the company.

May 6 Deadline

Eligible to cast ballots will be all workers who were on the Consolidated payroll May 6, 1938, except those who voluntarily left employment or were discharged for violation of company rules.

The ballot will enable approximately 2500 factory workers to determine whether they wish to have CIO Aircraft Lodge 506, United Automobile Workers of America, of AFL Aircraft Lodge 1125, International Association of Machinists, as their representatives in bargaining for a new contract with the management.

Ballots Mailed

Sample ballots will be mailed to all unemployed Consolidated employes eligible to vote, and to former employes now working in aircraft concerns in the Los Angeles area. The latter will be allowed to vote in the vicinity of their present employment.

Meanwhile, Mayor Percy J. Benbough and members of the City Council today received a plea from Otto W. Benziger, executive secretary of the CIO San Diego In-

Turn to Pge 2, Col. 5.

CONSAIR VOTE SET JULY 12

(Continued from Page 1)

dustrial Council to "do your part to provide employment for all those in need" as a result of alleged recent "wholesale layoffs by Consolidated Aircraft Corp."

"Hundreds of men are being added to the list of unemployed here because of wholesale layoffs by the Consolidated Aircraft Corp," Benziger wrote. "We appeal to you to exert your influence to the utmost to make sure that none of San Diego shall go hungry or without proper shelter.

Ask Investigation

"We ask you to investigate the causes back of these wholesale layoffs, and to correct them if it is in your power."

In another communication to Benbough and the council,, Benziger called attention to "interruption by a member of the San Diego Police Department of the distribution work of the Aircraft News (CIO publication)" on June 20 at the Consolidated plant.

Benziger said this matter was placed before council to "prevent a repetition of the unfortunate incident."

Aircraft Innovation Successful

HARRY DOWNES, Lockheed test pilot, in Lockheed Altair monoplane, with two high-power motors operating a single propeller, which he put through strenuous tests declared to have been satisfactory in first tryout.

—Wide World photo.

New 2-Motor Plane Uses 1 Propeller

Two high-powered airplane motors operating a single propeller!

This revolutionary aircraft power principle was being tried out yesterday on a redesigned Lockheed Altair monoplane at the Municipal Airport by Harry Downes, Lockheed test pilot.

Equipped with the dual side-by-side Menasco 260-horsepower engines, which are geared to operate the single propeller, the plane was put through strenuous tests and performed "very satisfactorily," according to Downes.

The two motors operate the propeller with a "free-wheeling" clutch, which assures the pilot that if one engine should fail, the other will operate the "prop" without drag from the dead unit, officials explained.

Already Vega Aircraft Company, a subsidiary of Lockheed Aircraft Corporation, is building a new type airplane designed to accommodate the uni-twin engines, it was revealed.

Navy Gets New Link In Mid-Pacific Stations

SD SUN JULY 13, 1938

Another link in the encirclement of the Hawaiian Islands by a network of warning stations has been acquired by the Navy in the Pacific, San Diego naval headquarters were notified today.

The Tiny Palmyra group of 30 islets, totalling little more than a square mile of land and enclosing a U-shaped lagoon, has been purchased from private interests. The new possession is near Canton and Enderbury Islands, recently secured by the United States by executive order.

A $25,000 fuel station will be constructed starting in October, according to Washington reports. Later a radio station and repair facilities will be established to accommodate the Navy's giant twin-motored Consolidated patrol bombers on reconnaissance flights out of Hawaii.

Coral reefs in the lagoon will be blasted to provide safe landing areas for the airboats.

AFL Union Winner In Consair Vote On Bargaining Agency

1098 Workers Cast Votes For Federation; 487 Go CIO

S.D. SUN — JULY 13 1938

Employes of Consolidated Aircraft Corp. yesterday named the International Association of Machinists, an AFL affiliate, their official collective bargaining agent, in a poll conducted by the National Labor Relations Board.

The vote was 1098 for the American Federation of Labor local, to 487 for the United Automobile Workers of America, a Committee for Industrial Organization affiliate.

Tabulation of the ballot by Dr. Towne Nylander, regional director of the labor board, brought to an end a lengthy dispute in the Consair plant between the rival labor factions, both seeking the official bargaining privilege.

Out of the entire ballot, only 187 workers voted for no union representation.

After the ballot, it was disclosed that more than 600 votes were cast by former employes of the San Diego aircraft factory, now working in Los Angeles and Burbank. Dr. Nylander explained that these men, now absent from Consair during a temporary layoff, were held by the NLRB as still eligible voters. The former workers now are employed either at the North American Aviation Corp. or the Lockheed Co.

John M. Orr, international representative of the UAWA, losers in the ballot, issued a statement from local 506, after the voting. He said, in part:

"The fact that only 187 votes of the 1778 voting were for no representation indicates that organization for workers for better conditions is realized.

"This local will continue to work toward advancement of the cause of organized labor in Consolidated with the belief that in the future the men will come to the realization that the rank and file through oranization will be better able to raise the standard of all labor."

George Dayton, president of the AFL local here, said the lodge was "extremely gratified" at the result.

"The officials and membership of the AFL in San Diego, and particularly the membership of the Aircraft lodge, although confident of the victory that resulted from the vote, are extremely gratified at the overwhelming majority given the AFL," he said.

Given Their Answer

"This marks the second time that the AFL has been certified as the official bargaining agency for Consair employes, and the membership trusts that the few disrupters who forced this second election have been given their answer, and that unhampered organization will result in further gains for men in the Consair plant."

GEORGE DAYTON
He trusts "disrupters" are satisfied

JOHN M. ORR
". . . will work for the cause"

Col. F. D. Lackland, now chief of the air corps training school at Kelly Field and until recently chief of the field service at Wright Field, was a visitor at Wright, Friday. He flew in from Texas, Thursday.

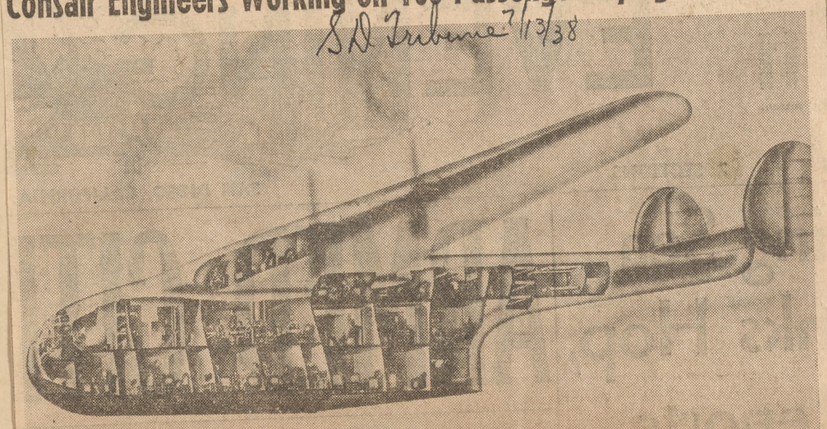
Maj. Rudolph W. Propst and Maj. James A. Woodruff flew from Wright Field to St. Louis Friday, and Capt. Charles A. Bassett took off for Pittsburgh. Capt. R. P. Williams flew in from Baltimore.

Conference visitors at the materiel division included J. J. Gould and N. N. Tilley of the Continental Aircraft Co., Detroit, and E. N. Gott, of the Consolidated Aircraft Co., San Diego.

Mayfield News 7/21/38

Consair Engineers Working on 100-Passenger Flying Boat

S.D. Tribune 7/13/38



Designed to meet requirements of Pan-American Airways, which recently announced it is in the market for such a craft, this 100-passenger flying boat is on the drawing boards of Consolidated Aircraft Corp. engineers. In addition to the passengers, the 200,000-pound, six-engined giant would carry a 25,000-pound payload, fuel for 5000-mile range and a crew of 16. It is contemplated the interior would be supercharged to allow the plane to operate at 20,000 feet altitude. It would contain dining room, lounging and promenade facilities.

NAVY PLANES ROAR DOWN COAST TO S. D.

Sun—AUG 1'38

44 Giant Bombers Expected To Arrive At 4 P.M. From Seattle

Forty-four giant Navy patrol bombers today were roaring down the coast on a non-stop flight to San Diego from Seattle, having completed the greatest aerial maneuvers ever conducted in the Far North.

The flight group, composed of Patrol Squadrons 7, 9, 11 and 12, is commanded by Capt. Alva Bernhard, Aircraft Scouting Force chief of staff, according to radio advices received at 11th Naval District headquarters. The planes took off at 6:30 a. m., are due to pass over San Francisco at noon, and are expected to end their 1200-mile journey in San Diego harbor at about 4 p. m.

Whether Rear Adm. Charles A. Blakely, commander of Aircraft Scouting Force, is flying down with the squadrons in the status of a passenger, or whether he will come later aboard his flagship, the USS Wright, was not revealed to North Island authorities. Rear Adm. Blakely ordinarily would lead a mass flight of this nature if he were included in the aviation personnel.

Since mid-June, the twin-motored Consolidated bombers have performed secret tactical exercises in the Puget Sound-Alaska area. For two weeks during July the long-range craft staged dangerous maneuvers over the Gulf of Alaska, between Sitka, where the Fleet's newest air base is located, and Kodiak.

Four planes of the flight group returned to San Diego last week. They included one of Squadron 7, two of Squadron 9, and one of Squadron 11.

The takeoff today was earlier than expected, it was said at North Island. Previous dispatches from Seattle indicated that the squadrons might return to San Diego between Aug. 4 and Aug. 15.

Commanders of the units making today's flight are: Patrol Squadron 11, Lieut. Comdr. Rossmore D. Lyon; Patrol Squadron 9, Lieut. Comdr. Boynton L. Braun; Patrol Squadron 12, Lieut. Comdr. Thomas A. Gray Jr.; and Patrol Squadron 7, Lieut. Comdr. Silas B. Moore.

S.D. Sun 8/2/38

Two Hops to Hawaii, 1 to Panama Will End Navy's Mass Fligts for 1938

S.D. UNION Aug 3, 1938

48 Bombers To Leave S. D.; First 16 Aug. 31

Two flights of 16 long-range patrol bombers to Hawaii in September and November and one of 16 planes to Panama from San Diego Aug. 31, 48 planes in all, will complete the navy's long-distance mass non-stop flights for 1938, naval aviation authorities announced yesterday.

Patrol Squadron 4, under command of Lt. Comdr. Robert L. Fuller, will take off from San Diego Sept. 6 for Pearl Harbor.

Patrol Squadron 5, Lt. Comdr. Warren K. Berner commanding, will leave here for a non-stop flight to Coco Solo Aug. 31.

LAST IN NOVEMBER

Patrol Squadrons 1 and 18, personnel of which will arrive here from Hawaii Saturday on the aircraft tender Langley, probably will have their 16 Consolidated built bombers ready for a flight to Pearl Harbor prior to the Thanksgiving holidays.

Rear Adm. Charles A. Blakely, commander aircraft, scouting force, who supervised the Alaskan air maneuvers of Patrol Wing 1, which returned to San Diego Monday, will arrive from Kodiak island via Seattle Friday on the U.S.S. Wright.

About Sept. 4 Adm. Blakely will sail on the Wright for Pearl Harbor to inspect Patrol Wing 2. En route the Wright will act as plane guard ship for Squadron 4.

GANNET, THRUSH TO SAIL

The aircraft tenders Gannet and Thursh will sail from Panama Aug. 27 to take up positions along the Central American coast as plane guards for Patrol Squadron 5.

Counting Richard Archbold's Guba, which was flown to Honolulu from San Diego while bound for Hollandia on the east coast of Netherlands New Guinea in June, a total of 61 Consolidated twin-motored planes will have been ferried to Hawaii from San Diego with the arrival of the two squadrons "sailing" in September and November.

18 IN JANUARY HOP

In a routine navy delivery Jan. 28, 1937, 12 PBY planes landed at Pearl Harbor, covering 2553 miles in 21 hours, 43 minutes. A second flight of 12 navy bombers was made April 12-13, 1937, when they flew from Pt. Loma to Diamond Head in 21 hours, 21 minutes.

The navy's greatest mass flight to the crossroads of the Pacific was achieved Jan. 18-19 this year when 18 flew the 2553-mile airway in 20 hours, 30 minutes. Archbold flew the distance in 18 hours, nine minutes.

Some of the navy's most skilled airmen will take part in the coming flights to Hawaii and Panama, among them Lt. A. P. Storrs III, a member of the famed Three Sea Hawks.

NAVY SLATES 3 MASS HOPS

Dates Announced For Last Flights Of Year

Dates of three long-distance mass flights by Navy patrol bombers, two to Hawaii and one to Panama, were announced today by local naval aviation authorities.

A total of 48 planes will take part in the last three flights scheduled for this year.

The 16 planes of Patrol Squadron 5, under command of Lieut. Comdr. Warren K. Berner, will take off Aug. 31 on a non-stop trip to Coco Solo, Panama.

On Sept. 6, Patrol Squadron 4, commanded by Lieut. Comdr. Robert L. Fuller, will leave for the first of two scheduled mass flights to Hawaii. The second will be made in mid-November by Patrol Squadrons 1 and 18.

Sixteen bombers will fly formation in both Hawaiian flights, naval authorities said.

Aircraft tenders Gannett and Thrush will take up positions along the Central American coast as plane guards for the Panama flight. S.D.SUN 8/3/38

240 Navy Planes To Participate In Maneuvers

S.D. UNION Aug 5, 1938

More than 240 fighting, scouting, bombing and long-range patrol planes, under command of Vice Adm. Ernest J. King, commander of aircraft, battle force, and Rear Adm. Charles A. Blakely, commander of aircraft, scouting force, will participate in fleet maneuvers scheduled to be held off the central California coast Wednesday and Thursday.

Operating with the planes will be the carriers Saratoga, Lexington and Ranger and the tenders Wright and Langley. Admiral King will hoist his flag aboard the Saratoga and Admiral Blakely's flagship will be the Wright.

Included in the aircraft forces will be fleet air force Patrol Wing 1 which recently returned from Alaskan waters.

The Saratoga and Lexington, which have been based the past week in Coronado roads, will get under way early tomorrow.

The planes, carriers and tenders will return to port Friday morning.

Jugoslav Airline Buys 2 U.S.-Built Transports

S.D. UNION 8/5/38

BURBANK, Aug. 4 (A.P.)—Lockheed Aircraft Corp. today announced the sale of two transport planes to a Jugoslavian airline for $115,000 for delivery next February. They are to be placed in service between Belgrade and Vienna.

CREWS PREPARE FOR MASS HOP

S.D.SUN — AUG. 6, 1938

Training for a mass flight to Hawaii late this year will begin this week for officers and men of Patrol Squadrons 1 and 18, who arrived here from Pearl Harbor yesterday aboard the aircraft tender U.S.S. Langley.

The flight personnel which disembarked at North Island yesterday consisted of six officers, nine aviation cadets, and 65 enlisted men of Patrol Squadron 1, commanded by Lieut. Clifford S. Cooper, and 12 officers and 95 enlisted men of Patrol Squadron 18, commanded by Lieut. Thomas B. Williamson.

Preceding this group in mass flights this year will be Patrol Squadron Five, due to leave here about Aug. 31 for the Canal Zone; and Patrol Squadron Four, scheduled to take off for Pearl Harbor about Sept. . Each squadron will ferry approximately 16 Consolidated PBY bombers.

TRIAL BOARD TO SEE PLANE

S.D. SUN — AUG 4, 1938

Scheduled to inspect Consolidated Aircraft Corp.'s $1,000,000 25-ton "air dreadnaught" for final approval of delivery to the Navy, a trial board from Washington, D. C., is expected to convene in San Diego the last week of August, Lieut. Comdr. Roland G. Mayer, Naval aircraft inspector, announced yesterday.

The four-motored bomber made several test flights last week with a full load of munitions, and was returned to the factory for minor adjustments before continuation of trial hops over the bay.

Launched late last year, the airboat has since undergone alterations in design calculated to increase its combat and patrol effectiveness. When it is finally delivered to the Navy, it will compete against a four - motored bomber manufactured by the Sikorsky Aircraft Co., for a five-to-ten plane contract. Consolidated Aircraft Corp. and the Navy together have spent approximately $1,000,000 in engineering this experimental craft.

AFL UNIT CERTIFIED AS CONSAIR AGENCY

S.D.SUN — AUG. 4, 1938

The National Labor Relations Board in Washington, D. C., today certified the International Association of Machinists, Aircraft Lodge No. 1125, as exclusive collective bargaining agency for employes of the Consolidated Aircraft Corporation, the United Press reported to The Sun.

Certification of the American Federation of Labor affiliate followed a secret ballot held July 11 which gave the AFL union 1098 votes against 487 for the United Automobile Workers of America, a CIO union.

21 NAVY BOMBERS HOP FOR ALASKA

By United Press — S.D. SUN JULY 13, 38

SEATTLE, July 13.—Twenty-one U. S. Navy patrol bombers hopped off on a non-stop flight to new bases in Alaska today to join 30 other planes in extensive mass maneuvers in the far north.

Three planes remained at Sand Point naval air station because of engine trouble aboard one. They will make the fligt within the next few days, said Comdr. A. W. Radford, station commandant. Comprising squadrons VP-7 and VP-9, the ships were part of the mass flight of 44 planes that came here recently from San Diego.

ALAN ESSERY NEW GLIDER CLUB LEADER

Alan R. Essery today was the new president of the Associated Glider Club of Southern California, as result of elections held recently in the home of Rolland Fetters, 5011 Hawley-blvd, former secretary of the organization.

Other new officers are: Ernest Stout, vice president; John Robinson, secretary, and Woodbridge Brown, treasurer. Outgoing executives include: Woodbridge Brown, president; John Robinson, vice persident; and Rolland Fetters.

S.D. SUN JULY 10, 38

Navy Honor Medal Goes To Dead Hero

S.D. SUN — AUGUST 4, 1938

Lieut. Hutchins Of Coronado Posthumously Wins High Award

Exactly six months after he died at the controls of a large Navy PBY bomber as it dived into the sea, Lieut. Carlton Barmore Hutchins, of Coronado, yesterday was awarded the Navy Medal of Honor.

And thus the United States government ruled the bomber pilot died a hero's death in the mid-air collision that brought death to 10 other San Diego men last Feb. 3.

During war drills off the Southern California coast, the two North Island planes crashed during a sudden rain squall. One of the planes burst into flames and all its seven occupants died.

The other plane was piloted by Lieut. Huchins. Though one of its wings had been severed and its nose shattered, Lieut. Hutchins remained at his post, valiantly hoping to land the plane and save its seven crew members.

It was only a matter of minutes, but Lieut. Hutchins kept calm in the face of death. As the plane, falling apart from the seaward plunge, neared the ocean, Lieut. Hutchins ordered his crew to "bail out." He stayed in the plane.

Four of the seven took to their parachutes. Three of them were saved and still live to praise the heroism of their lieutenant.

The surviving crew members are D. B. McKay, aviation chief machinist's mate; V. O. Hatfield, aviation machinist's mate, and L. S. Carpenter, aviation machinist's mate.

Yesterday, Secretary of the Navy Claude A. Swanson announced the award, the United Press in Washington reported to The Sun. The posthumous recognition will be given to Lieut. Hutchins' widow, Elizabeth, of Coronado.

LIEUT C. B. HUTCHINS
For him: A medal for a hero's death

A.F.L. Wins Poll At Consolidated

S.D. Union 7/13/38

C.I.O. Loses NLRB Vote, 1098 to 487

By a vote of 1098 to 487, lodge 1125, International Association of Machinists, A.F.L. affiliate, was selected as collective bargaining agency at Consolidated Aircraft plant yesterday in a National Labor Relation board election. The minority vote was recorded by local 506, United Automobile Workers of America, C.I.O. A total of 187 votes was cast for no representation, either by A.F.L. or C.I.O.

More than 600 votes in the election were cast at Los Angeles and Burbank where former employes of Consolidated are working in plants of the North American Aviation Corp. and the Lockheed Co.

L. A. WORKERS VOTE

Dr. Towne Nylander, NLRB regional director, explained that the labor board holds the 625 aircraft workers in the Los Angeles area are eligible employes of Consolidated and are working in the Los Angeles and Burbank factories only during a temporary lay-off at Consolidated.

A statement by Local 506, United Automobile Workers of America, signed by John M. Orr, international representative, follows:

"Local 506, U. A. W. A. at its meeting last night expressed approval of the attitude of the workers of Consolidated Aircraft in their choice between a union organization in the plant rather than no representation.

"The fact that only 187 votes of the 1778 voting were for no representation indicates that organization for workers for better conditions is realized.

CONTINUE TO WORK

"This local will continue to work toward advancement of the cause of organized labor in Consolidated with the belief that in the future the men will come to the realization that the rank and file through organization will be better able to raise the standard for all labor.

"The 487 votes cast for local 506 are greatly appreciated and under the circumstances are considered a strong indorsement of the principles of industrial organization.

"The orderly conduct of the election under the National Labor Relations board demonstrates the value to the public of the Wagner act and its machinery in its peaceful and democratic settlement of labor disputes."

AVIATORS TO PREPARE FOR MASS FLIGHT

Patrol Squadrons 1, 18 To Arrive From Hawaii

S.D.SUN — AUG. 7, 38

With personnel of Patrol Squadrons 1 and 18 aboard, the aircraft tender USS Langley is scheduled to arrive in San Diego today from Pearl Harbor.

The officers and men will comprise flight crews for approximately 16 Consolidated patrol bombers in a non-stop mass flight to Hawaii late this year.

To Start Training

The two squadrons have been functioning at North Island on a limited scale during the past few weeks, with fliers having been transferred from other squadrons now at North Island. Arrival of the Langley will complete the flight personnel of Squadrons 1 and 18 and will enable these groups to begin intensive training for their forthcoming transpacific venture.

Meanwhile, preparations are being completed for the first mass flight to Hawaii since last January, when 18 bombers negotiated the 2500-mile jaunt in 20 hours, 30 minutes. Patrol Squadron Four, commanded by Lieut. Comdr. Robert L. Fuller, is tentatively slated to take off from San Diego harbor Sept. 6 with 15 or 16 airboats.

Canal Zone Hop Set

Only six days prior to this flight, Patrol Squadron Five, led by Lieut. Comdr. Warren K. Berner, will deliver 16 planes to the Fleet Air Base at Coco Solo, Canal Zone. Both squadrons have been training at North Island for several months.

Consair Union Vote To Be Held Today

S.D. Union 7/14/38

Workers at the Consolidated Aircraft Corp. plant will vote today in a national labor relations board election to determine whether they will be represented in collective bargaining by Local 506, United Automobile Workers of America, C.I.O., or Lodge 1125, International Association of Machinists, A.F.L. More than 2000 are said to be eligible to vote. The polls will open at 7:30 a.m. The election was ordered after a recent board hearing in the federal building.

Labor Relations

CONSOLIDATED AIRCRAFT

The National Labor Relations Board yesterday announced that an election would be held within 15 days among employees of Consolidated Aircraft Corporation, San Diego, California, to determine whether they wish to be represented by International Union, United Automobile Workers of America, Local No. 506, (CIO), by International Association of Machinists, Aircraft Lodge No. 1125, (AFL), or by neither.

Neither union claimed to have within the ranks of its membership a majority of the approximately 2500 production employees of the company.

The United Aircraft Welders of America, an unaffiliated union, claimed that the welders constituted a separate unit. However, since the company considered the 28 welders to be like other production employees, and in view of previous decisions, the Board included them in the larger unit.

Board Ruling On Welders

Board Member Edwin S. Smith entered a concurring opinion. He said:

"I do not think, however, that the question of whether or not the welders are a craft is determinative of the issue raised here. I believe that welders are a class of skilled workers with common economic interests and that they may, under certain circumstances, constitute a unit appropriate for the purposes of collective bargaining."

Pointing to his dissent in The Novelty Steam Boiler Works Company case, where he stated that since there was no other union in the plant, the process of collective bargaining could best be encouraged by certifying the welders as a separate unit, Mr. Smith added:

"However, in the instant case, where collective bargaining has proceeded for over a year on the basis of an industrial unit as defined in a written contract and where the welders now seek for the first time to bargain as a distinct unit, I do not believe that the effectiveness of the bargaining power of the great majority of the employees should be impaired by splitting off from the industrial unit a separate unit for the welders, even if they constituted a craft or may constitute an appropriate unit under other circumstances."

Plans For 84-Ton Air Giant Revealed By Consair

SD Sun 7/17/38

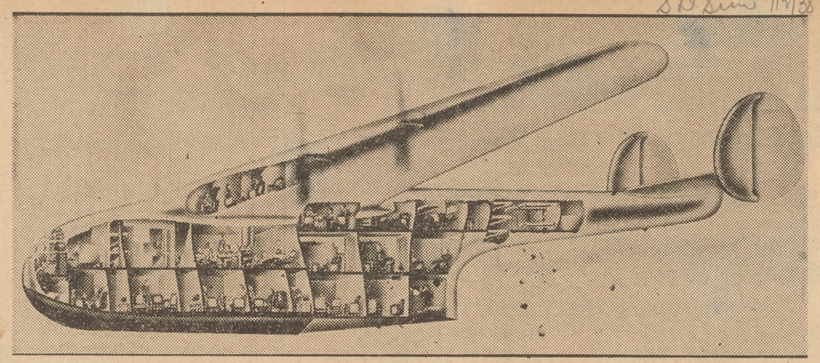
New Plane Could Carry 100 Passengers With Ease

An amazing, 84-ton gargantuan airship, with a 100-passenger capacity and ability to fly 5000 miles non-stop at a speed of 276 miles per hour—

The details of such a plane, designed for transoceanic travel, were revealed by engineers of Consolidated Aircraft Corp. for the first time today. Kept secret since Pan-American Airways called for plans on a palatial sky cruiser last December, the specifications are the first released by any of the aircraft companies competing for the contract.

Included in the bidders against

Turn to Page 2, Col. 6.



An interior view of the 100-passenger airboat Consolidat ed Aircraft Corp. is prepared to build, when and if Pan-American Airways gives the order, is shown above. Sixty-four passengers can be comfortably accommodated in the hull, with the remaining 36 in the wing.

ymphony Concert Tonight In Ford Bowl; Edith

ans For 100-Passenger Giant Airship Revealed

(Continued from Page 1)

Consolidated are the Boeing, Sikorsky, Douglas, Seversky and Martin aircraft plants.

The 100-passenger flying boat design and performance characteristics were disclosed just as Consolidated workmen completed the third of four Navy contracts for approximately 250 PBY bombers, including spares, and entered production on 33 planes of the final order.

Divided into three decks, the hull is designed to accommodate 64 passengers, with the remaining 36 placed in the wing. A crew of 16 is required to operate the craft.

The power plant consists of four 2150 horsepower liquid cooled engines completely housed in the wing, through which access may be had during flight for servicing and minor repair.

The passengers are accommodated in individual two or four-place cabins, in which lounging swivel chairs are provided for daytime use. The seats are quickly converted to form commodious lower berths for night, while the upper berths are lowered, in Pullman fashion, from the wall.

Cabins Soundproofed

Sufficient headroom is provided between the berths to permit an upright sitting position on each. The cabins are completely soundproofed and air conditioned.

Other details follow:

"The dining room, centrally located with all passageways and stairs leading directly to it, accommodates 18 persons at one time. The galley is located adjacent to and forward of the dining salon, thus affording convenient service. Three baggage compartments are located in the nose directly beneath the pilots' room, in the leading edge of the wing, and over the galley."

194-Foot Wing Span

The wing span is 194 feet, its area is 3450 square feet; overall height and length are 31 feet and 102½ feet, respectively. Fuel capacity is 8450 gallons, and a 25,000-pound pay load can be carried. The airboat is designed to perform most efficiently in the sub-stratosphere at 20,000 feet, although its service ceiling is 30,000 feet. Its rate of climb at sea level would be 680 feet per minute.

The almost unbelievable dimensions of the airboat may be realized when they are compared with those of the largest plane ever to leave the Consolidated assembly line — the 25-ton four-motored bomber now being tested for the Navy.

Consair Workers Cast NLRB Ballots Today

SD Sun 7/17/38

Election Ordered By Federal Labor Board To Decide Collective Bargaining Agent For Employes

A jurisdictional dispute between rival unions at the Consolidated Aircraft Corp. plant will be decided tonight when the ballots in a labor election ordered by the NLRB will be tallied.

Approximately 2500 workers were eligible to vote today to determine whether the A. F. L. Aircraft Local 1125, International Association of Machinists, or the CIO Aircraft Local 506, United Automobile Workers of America, shall represent Consolidated's hourly paid employes in future negotiations for labor agreements with the management.

Election Approved

That number was employed by the concern on May 6, 1938, one week before the opening of the NLRB hearing which decided in favor of the CIO aircraft local's petition for an election.

Consolidated officials agreed to allow voting by all workmen laid off through no fault of their own since May 6. About 700 have been discharged or have quit, in the last two months, Personnel Director Don Frye announced.

Today's election is the second in 15 months held at the local plant. On April 10, 1937, Aircraft Local 1125 received 1823 of 2354 votes cast to defeat a union known as the "Consolidators" in the claim of representing the factory workers, who numbered 3295 at that time.

First Agreement

Negotiations for a contract were entered into immediately by the union, and on May 2, 1937, the first agreement between workers and management went into effect at Consolidated. It granted a blanket increase of 10 per cent to the hourly workers, and a minimum rate of pay of 40 cents per hour for minors and 50 cents for adults for the first four months of employment.

Little more than two months later, Aircraft Local 1125 was split, with an insurgent group withdrawing to form the nucleus of the CIO Aircraft Local 506.

The 1800 men still on Consolidated's payrolls were to vote between 6:45 a. m., and 7:30 p. m., today in polls set up at the north side of the plant, between the factory buildings and the fence.

Workers laid off since May 6 will be allowed to vote, unless they were discharged for cause, at three different times today, from 8 a. m. to 11:30 a. m.; 1:15 p. m. to 3:30 p. m., and 5 p. m. to 7:30 p. m., at booths inside the gate at the north entrance and to the rear of the personnel building. They must bring proper identification, such as social security card, unemployment registration card or their service record before the NLRB observers supervising the election will allow them to vote.

Appeals Denied

A last minute NLRB decision turned down appeals of both unions to strike the word "neither" from the ballot, thus restricting the vote to an outright choice between the two labor organizations. As a result, Consolidated workmen will have an opportunity to express an unwillingness to have either the CIO nor AFL unions represent them.

The ballots will be counted by the government representatives immediately after closing of the polls at 7:30 p. m., today.

LABOR VOTE TUESDAY TO DECIDE ISSUE

700 Employes Laid Off By Concern In Past Two Months

Preparations were complete today for the labor election to be held in the Consolidated Aircraft Corp. plant Tuesday to determine which labor organization shall represent the company's hourly paid employes in future collective bargaining.

Contesting for this privilege will be the AFL Aircraft Local 1125, International Association of Machinists, and CIO Aircraft Local 506, United Automobile Workers of America.

Ordered By NLRB

The vote was ordered by the National Labor Relations Board after a hearing in San Diego May 12, at which the CIO union petitioned for the election.

The contract which sets up current wages and working conditions at the Consolidated plant went into effect May 2, 1937, and was signed by representatives of the AFL International Association of Machinists. Since then, however, the local aircraft unit of this organization was split with the CIO Aircraft Local 506 a product of the breach.

Eligible to participate in the balloting Tuesday will be all hourly paid workers employed by Consolidated on May 6, 1938—a total of approximately 2500 men. Workers discharged for inefficiency, and those who left of their own accord since that date will not be allowed to vote.

700 Laid Off

Seven hundred men have been laid off by the concern in the past two months because new contracts had not been forthcoming, Don Frye, personnel manager, announced yestedlay.

The number of factory workers still on the Consolidated payroll is about 1800, Mr. Frye said.

With only enough work on hand to keep the plant open, on a basis of steadily diminishing employment, until the end of this year, it was learned yesterday that Consolidated officials have been negotiating for a production contract which may prevent further large - scale layoffs. Details of the negotiations have been kept secret.

32 Bombers To Make Hawaii, Canal Hops

SD Sun July 10-1938

Navy Slaps Secrecy On Takeoff Date; Bases In North Will Be Strengthened Soon

Two mass flights, involving approximately 32 giant Consolidated PBY patrol bombers, will be made from San Diego to the Fleet Air Bases at Pearl Harbor and Coco Solo, Canal Zone, late in August or early in September, it was learned from authoritative sources at North Island yesterday.

In the

Unusual censorship, which has blocked off specific information on future Naval activities, prevents local officers from revealing the tentative takeoff date. Adm. Claude C. Bloch, Fleet commander-in-chief, will make the announcement only a few days before the flights are ready to start, it was indicated at the Naval Air Station.

Plan Spectacular Trips

The two squadrons which will stage the spectacular delivery flights of new planes to their permanently assigned bases are VP-4, of Pearl Harbor, and VP-5, of the Canal Zone.

Each trip will consist of 12 "regular" bombers attached to a squadron plus about four "spares," it was disclosed.

The flights will be the first long distance delivery jaunts since last Jan. 18, when 18 bombers completed a record breaking dash to Pearl Harbor in 20 hours, 30 minutes.

Since then, the longest nonstop hops, aside from those performed during the 1938 war games last spring, have been to Seattle. Two six-plane squadrons have been sent north this year and in the largest mass flight of Navy seaplane history, 44 San Diego-based airboats flew to Puget Sound last month. They have since flown to Sitka and Kodiak, Alaska, for intensive exercises over the Gulf of Alaska.

Strength in North

Meanwhile, reports have been heard at North Island to the effect that Patrol Wing Four, now operating three squadrons out of Seattle and Sitka, will soon be enlarged to five units, indicating the strategic importance the Navy is attaching to its northernmost bases.

Another squadron from Pearl Harbor, believed to be VP-18, is scheduled to send its personnel to San Diego to accept delivery on new Consolidated bombers for another transpacific mass flight later this year.

175 Planes Completed

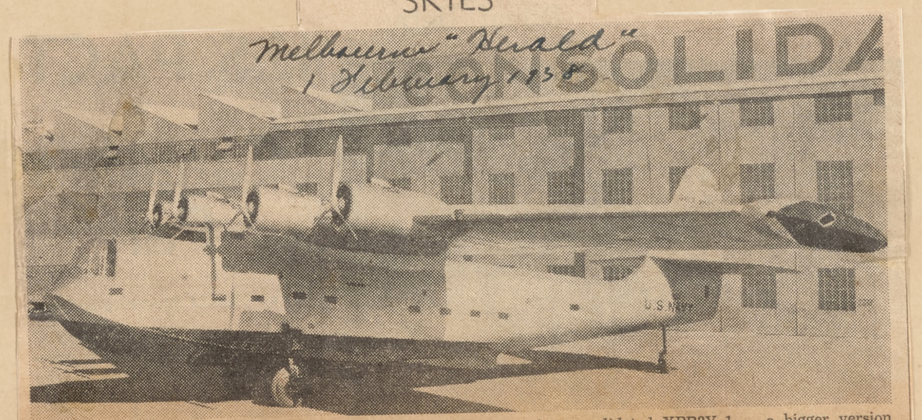
Approximately 175 airboats have been turned out by Consolidated since delivery of the first one in October, 1936. Its four PBY contracts call for a total of 250 planes, including spares. The Gleen Martin Co., of Baltimore, several months ago was awarded a contract for 22 large twin-engined airboats, some of which may be assigned to patrol squadrons of Wing Five at Norfolk, Va., none of which have yet received modern equipment.

Forty-two planes have been delivered to Hawaii in three mass flights since January, 1937, and 26 to Coco Solo, in two ferry trips.

NEW GIANT OF SKIES

Melbourne "Herald" 1 February 1938

CONSOLIDA



LATEST GIANT FLYING BOAT for the United StatesNavy — the consolidated XPB2Y-1 — a bigger version of the 18 machines which recently flew from California to Hawaii. Its total horsepower is 4200. Speed and range are secret, but both are believed to be high. The range may be as great as 5000 miles. The plane is not an amphibian, the wheels being only a cradle for launching. The floats can be seen retracted as wingtips.

Postal Department Survey Shows Phenomenal Gains; City As Large As Omaha

S D Sun 7/17/38

EXCLUSIVE!

The City of San Diego is populated by 227,290 persons, an increase of nearly 80,000 since the last U. S. census in 1930.

The figures were officially released today after a government survey conducted through the Post Office Department and announced by Postmaster Don Stewart.

The spectacular climb in San Diego population is shown in the following chart:

YEAR	POPULATION
1860	731
1870	2,300
1880	2,637
1890	16,159
1900	17,700
1910	39,578
1920	**74,361**
1930	**147,995**
1938 (Estimated)	**227,290**

Not since 1935 has the government made an official estimate of San Diego's population. At that time, the postal survey showed San Diego's population to be 183,000. The increase of 43,000 since that time is indicative of the continual upturn for western areas.

San Diego's new population figure raises it in size to approximate that of Omaha, Neb., and San Antonio, Tex.

The survey conducted this year by postal carrier foremen was the first complete one of its kind in three years. It covered the period from July 1, 1937 to June 30, 1938, Postmaster Stewart said.

If the rate of increase continues until 1940 when the next U. S. census is taken, San Diego's population will be nearly 250,000.

The survey was taken by carefully checking each dwelling in the city where a family receives mail and multiplying that figure by 3½, the average number of persons—adult and minor—known to be included in San Diego families.

On Wednesday County Registrar of Voters Charles Duffy estimated the population of the entire county to be 337,500, compared with 247,000 in 1930. Duffy arrived at his population figure by multiplying the registration of the county by 2.7.

Figure Conservative

The postal figure is conservative, Postmaster Stewart said. Although the San Diego main postoffice area includes Coronado and a few very thin slices of county territory, this is more than offset by parts of the city proper which are not included. For instance: La Jolla, Pacific Beach, Old Town and Encanto.

The survey also revealed other facts which verify the city's active growth.

For the quarter ending June 30, of this year, there was an increase of 11 per cent in the number of "home town" newspapers received by San Diegans over the previous year. This means families from cities far away have moved here.

Airmail Increases

Airmail increased 10.2 per cent for the same period, over the year before.

And do San Diego's Navy men write home to their wives and sweethearts when they are away? You bet they do!

The months the fleet was out early this year resulted in an increase of 23.81 per cent in incoming mail. Outgoing mail dropped only 3 per cent.

Parcel post climbed 3 per cent.

During the 1937-38 fiscal year, the number of new dwellings where mail was delivered was 1188, Stewart said.

How S. D.'s Population Now Ranks

The following chart shows San Diego's present position in the "league" standings of the nation's largest cities. Populations of other cities are as of 1930.

New York	6,930,446
Chicago	3,376,438
Philadelphia	1,950,961
Detroit	1,568,662
Los Angeles	1,238,048
Cleveland	900,429
St. Louis	821,960
Baltimore	840,874
Boston	781,188
Pittsburgh	669,817
San Francisco	634,394
Milwaukee	578,249
Buffalo	573,076
Washington	686,869
Minneapolis	464,356
New Orleans	458,762
Cincinnati	451,160
Newark	442,337
Kansas City	399,746
Seattle	365,583
Indianapolis	364,161
Rochester, N. Y.	328,132
Jersey City	316,715
Louisville	307,745
Portland, Ore.	301,815
Houston, Texas	292,352
Toledo	290,718
Columbus	290,564
Denver	287,861
Ookland	284,063
St. Poul	271,606
Atlanta, Ga.	270,366
Dallas, Texas	260,475
Birmingham	259,678
Akron	255,040
Memphis	253,143
Providence	252,981
San Antonio	231,542
SAN DIEGO	**227,290**
Omaha	214,006

Gordon Mounce Dies In Airplane Crash

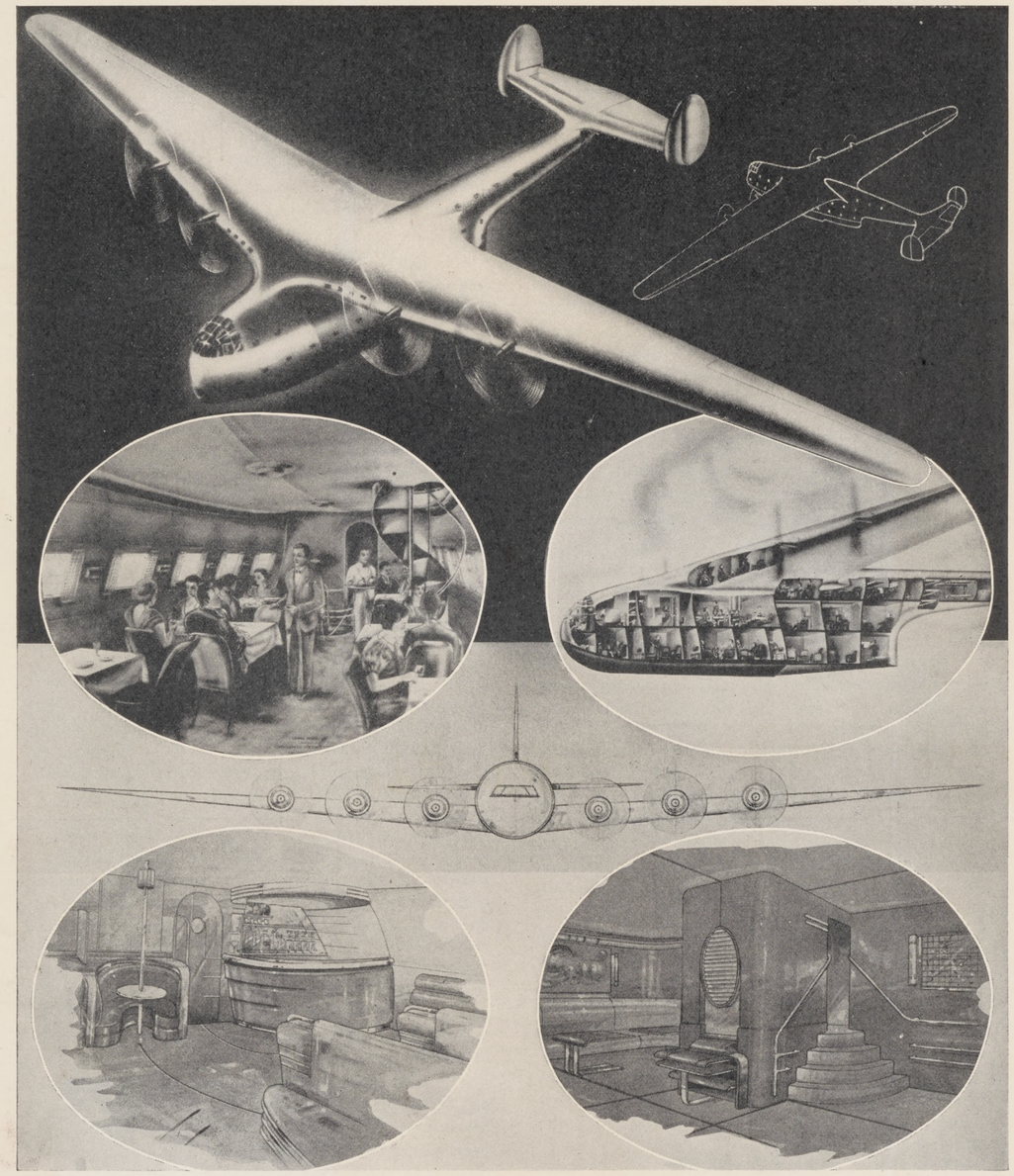
6/3/38

Gordon E. Mounce, Consolidated Aircraft executive and flying salesman, crashed to his death in Belgrade, Yugoslavia, last Thursday. He was formerly a member of The San Diego Club in which he was very popular.

He is survived by the widow, Mrs. Lorin Mounce, 2202 La Jolla Shores Dr. His body will be cremated and the ashes sent here.

S.D. CLUB LIFE

Today's design, tomorrow's airplane—



Pan American Airways' request for proposals for a huge trans-oceanic aircraft capable of transporting 100 passengers plus mail and express at speeds approximating 300 m.p.h. brought forth answers from five manufacturers; four are being considered. Top, left page, with the two upper inserts are the artist's conception of the Consolidated Aircraft Corp. proposal, the only craft incorporating but four engines. Bottom, left, represents

BIRTHDAY PARTY: Consolidated Aircraft last month went to town in celebration of its fifteenth anniversary. Here are five who (very properly) drew lions' shares of the congratulations. Center — Major Reuben H. Fleet founder, and President. Top left—Charles T. Leigh, Vice President. Lower left—I. M. Laddon, Chief Engineer. Top right—C. A. Van Dusen Vice President and Works Manager. Lower right—E. N. Gott, Vice President.

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Pierre CARRE.

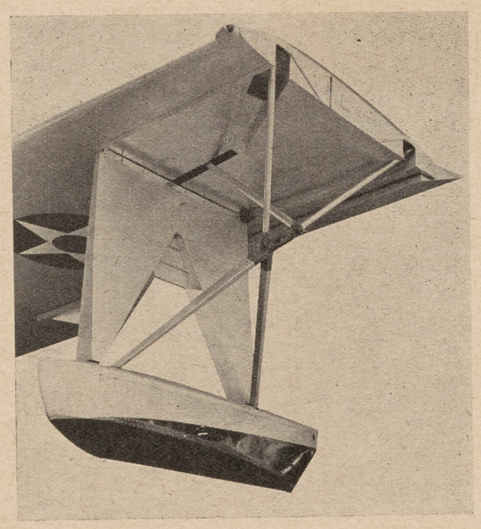
LES AVIONS AMÉRICAINS

graphie sont assurées par un opérateur spécialisé, mais toute personne du bord peut, en phonie, converser avec l'extérieur au moyen d'un dispositif approprié, en jonction avec l'équipement radio.

Dès le début de l'étude du **P.B.Y.,** il avait été prévu que l'appareil pourrait voler à pleine charge avec un seul de ses moteurs. Après un certain nombre d'essais, le chef-pilote en vint à exprimer sa conviction que l'avion pourrait également décoller sur un seul moteur. Le calcul ayant montré le bien-fondé théorique de cette assertion, on entreprit des essais méthodiques desquels il résulte que le décollage est possible avec un seul moteur, en ayant à bord une provision de combustible suffisant à parcourir plus de deux mille kilomètres.

Le rapport élevé du poids utile au poids total du **P.B.Y.,** ainsi que sa grande vitesse de croisière en font un appareil des plus intéressants. Parmi les particularités constructives qui ont permis de lui donner ses qualités, Consolidated signale surtout les flotteurs repliables en bout d'aile, et les réservoirs faisant partie intégrante de la construction de l'aile.

Dans leur position repliée, les flotteurs n'ont qu'une très faible trainée, et ils agissent comme des écrans, améliorant l'allongement apparent de l'aile, et, par conséquent, ses caractéristiques aérodynamiques. Même en position repliée, leur action stabilisatrice est suffisante pour maintenir l'appareil à flot, si l'on amérissait en oubliant de les descendre. On peut les relever ou les abaisser à la surface de l'eau. En position abaissée, non seulement ils donnent la stabilité à



flot et la tenue à la mer (nécessaire pour opérer en haute mer), mais ils agissent également comme freins aérodynamiques durant la période qui précède l'amérissage.

Les réservoirs faisant partie intégrante de l'aile permettent de loger de grandes quantités de combustibles, en y consacrant seulement une petite fraction du poids qui serait nécessaire pour établir des réservoirs séparés. En même temps, cette disposition a l'avantage de mettre l'équipage et les passagers à l'abri des émanations d'essence toujours désagréables En outre, cette installation permet de réserver au transport toute la capacité intérieure de la coque.

En version commerciale, on peut installer des sièges pour transporter jusqu'à 40 passagers. Pour des vols de longue durée, on peut normalement transporter 24 passagers assis, ou 12 couchés.

Un train de roulement, avec pneus de forte section, est prévu pour l'utilisation des plages de sable. Ce train peut très facilement être logé à bord, ce qui rend le **P.B.Y.** particulièrement intéressant pour l'exploration, la reconnaissance, la cartographie, ou tout autre service pouvant exiger l'utilisation d'une base temporaire ne possédant pas les intallations habituelles.

Ces diverses particularités ne diminuent en rien la valeur militaire de l'appareil, bien au contraire.

Pour sa défense, le **P.B.Y.** porte 4 mitrailleuses, une à l'avant, une de chaque côté du pont, juste derrière l'aile, et une sous tunnel dans le fond de coque, juste en avant des empennages. L'appareil est ainsi complètement protégé dans toutes les directions.

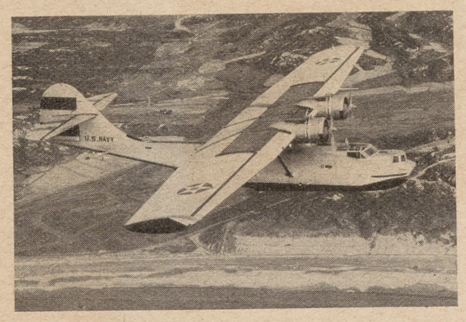
La pièce avant montée sur tourelle carénée couvre l'hémisphère avant. L'hémisphère supérieur est couvert par les mitrailleuses du pont, dont les champs de tir se recouvrent avec ceux des pièces avant et sous tunnel.

Enfin, la pièce sous tunnel couvre l'hémisphère inférieur, en croisant ses feux avec ceux des autres pièces.

Pour l'offensive, les bombes ou les torpilles sont suspendues sous les ailes à l'extérieur des fuseaux-moteurs. Les porte-bombes sont logés dans les ailes, où ils restent en permanence, sans occasionner de trainée supplémentaire. On dispose, sur cet appareil, de 4.600 kgs pour bombes et combustible. On peut, en conséquence, envisager celle des combinaisons qui donnera le meilleur résultat militaire, compte tenu de la distance à parcourir, et de la nature de l'objectif à atteindre.

Le largage des bombes s'effectue depuis le poste du bombardier qui est installé dans la coque, juste derrière le poste de tir avant.

Le **P.B.Y.** est entièrement construit en duralumin, à l'exception du bord de fuite de l'aile et des parties mobiles des empennages. Ces éléments comportent également une charpente



métallique, mais sont revêtus de toile. Les méthodes de revêtement et de protection du dural les plus modernes sont employées, pour résister à la corrosion en atmosphère saline.

La coque est divisée en cinq grands compartiments étanches séparés par des cloisons munies de portes étanches.

Un quelconque de ces compartiments peut être avarié et inondé sans que l'appareil soit en danger, la flottabilité restante étant amplement suffisante pour le maintenir à flot.

Des cloisons auxiliaires subdivisent chacun de ces compartiments de telle façon que la version militaire comporte, de l'avant à l'arrière:

1° Poste AV de tir et de bombardement;
2° Poste de pilotage;
3° Poste de navigation et de radio;
4° Poste du mécanicien, avec divers apparaux, lits et groupe moteur auxiliaire;
5° Chambre de repos, avec lits;
6° Poste de tir de pont;
7° Poste de tir sous tunnel.

Le poste avant, doté de larges champs de vision, sert pour la prise de repères de navigation et pour les manœuvres de mouillage, la mitrailleuse étant effacée lorsqu'elle n'a pas à être utilisée.

Le poste de pilotage comporte la disposition habituelle, avec double commande. Volants et pédales sont disposés pour assurer la meilleure visibilité et le plus grand confort. Les sièges sont réglables en position et en angle. Les divers instruments relatifs à la conduite des moteurs et à leur contrôle sont répartis entre le pilote et le mécanicien volant.

Le pilote a seulement ce qui est nécessaire à la manœuvre et à la sécurité; mais, par contre, il est en communication constante avec le mécanicien, aussi bien par signaux visuels que par le réseau téléphonique du bord.

La table du navigateur et son équipement occupent la partie droite du compartiment suivant. Le côté gauche est pris par l'installation radio, et par le tableau électrique qui contrôle la lumière, le téléphone et l'action du groupe auxiliaire moteur-génératrice.

Le mécanicien volant, dont le poste surélevé est logé dans la superstructure qui relie la coque à l'aile, pour qu'il puisse observer directement ses moteurs, a sous les yeux la plupart des instruments relatifs à leur conduite. Il commande directement tout ce qui ne doit pas nécessairement être fait par le pilote: réglage de la température, richesse du mélange, etc... Il dispose également de la commande des flotteurs de bout d'aile, et peut les actionner soit électriquement, soit à la main.

En bas de ce compartiment, ainsi que dans la chambre de repos qui lui fait suite, sont disposés des placards pour les effets personnels de l'équipage, ainsi que pour les rechanges utiles.

Les mitrailleurs de pont sont protégés, dans le 6e compartiment, par des portes coulissantes formant écran lorsqu'elles sont ouvertes.

Quand elles ne sont pas utilisées, les mitrailleuses sont rentrées à l'intérieur de la coque, leurs supports présentant à cet effet, les articulations nécessaires.

La mitrailleuse arrière est également rétractable, tout en restant, à l'intérieur de la coque, prête à être mise en position de tir par une simple action sur sa genouillère de support. L'ouverture nécessaire au passage de l'arme est obturée par une porte étanche manœuvrée de l'intérieur.

Les moteurs installés sont habituellement des **Pratt et Whitney S-CG,** mais on peut aussi bien monter des **Wright Cyclone** ou tout autre moteur analogue de 900 à 1.000 CV.

♣

Telles sont les principales caractéristiques de ce très intéressant hydravion qui, soulignons-le, n'est pas un prototype, mais existe à plus de deux cents exemplaires, donnant en service une vitesse maximum de 350 km/h. à 3.500 mètres, une vitesse minimum de 100 km/h., une distance franchissable de 6.500 kms, un plafond de 8.800 mètres, montant à 4.500 mètres en 13 minutes et demie, et décollant en 18 secondes en eau calme.

Sur ces mêmes principes constructifs, Consolidated sort, depuis quelques mois, des quadrimoteurs sur lesquels nous aurons peut-être à revenir.

♣

AVION BEECHCRAFT MODELE 18
de la Besch Aircraft Corporation

Cet appareil me paraît présenter un intérêt tout particulier, parce qu'en utilisant une puissance motrice égale à celle des biplaces monomoteurs actuellement en service comme avions d'observation, de photo, etc..., en un mot, de coopération, il emporte quatre personnes, va plus vite, est mieux défendu, etc... Il peut également être utilisé comme bombardier léger et comme avion sanitaire. Il vole parfaitement avec un moteur, non seulement ralenti, mais même complètement coupé.

Le **Beechcraft 18** est un monoplan cantilever à aile basse, qui a été étudié tout particulièrement pour atterrir doucemen, décoller en peu d'espace, avoir une grande vitesse ascentionnelle et une bonne vitesse de croisière. En outre, l'atterrisseur a été étudié pour l'usage de mauvais terrains. Des essais réels ont permis d'atteindre 1 fois 1/2 les efforts de chocs demandés par la Marine des U.S.A. pour ses avions embarqués, sans aucune faiblesse du train. Une vitesse verticale de chute de 3 m./sec. donne déjà lieu à des efforts très

FLEET PREDICTS SEA AIR LINES THIS YEAR

By United Press

MONTESANO, Wash., July 27. —Regularly scheduled transatlantic passenger air service before the end of summer was forecast here today by Maj. R. H. Fleet, president of the Consolidated Aircraft Corporation of San Diego. Maj. Fleet also predicted the eventual construction of planes with a wingspread of from 600 to 800 feet.

Mystery Hides Return Flight Of Navy Plane

S.D. SUN — JULY 22, 1938

Lieut. Peters Due Back In S. D. After Hop Across Country In Consolidated Airboat

By HAROLD KEEN
The Sun's Navy Editor

His secret mission on the east coast fulfilled, Lieut. (jg) James M. Peters, the first Navy aviator to pilot a seaplane nonstop across the continent, today awaited favorable weather at Pensacola before attempting a similar return trip in his PBY bomber, it was learned at North Island.

Last April, Lieut. Peters and a flight crew of Patrol Squadron Seven took off in a new Consolidated PBY bomber without public announcement of their destination and landed in Pensacola, Fla., after an unprecedented non-stop dash across mountains, deserts, dry valleys and inland cities. The last few hundred miles the flight, of course, was over the Gulf of Mexico, but never before had the Navy even considered sending an airboat overland across the continent without a stop.

Underwent Torpedo Tests

From Pensacola, Lieut. Peters headed up the Atlantic shoreline for Newport, R. I., where experimental torpedo tests were conducted behind a wall of Navy censorship.

The Navy has attempted to keep Lieut. Peters' flight westward this week as quiet as his hop to Pensacola three months ago. Aircraft Scouting Force authorities at North Island, however, admitted today that Litut. Peters took off this week from Newport for San Diego via Pensacola, retracing the route he took last April.

First Such Flight

Although Lieut. Peters' transcontinental flight was the first ever made in a Navy airboat, his feat was preceded by three cross-country dashes, all made by a civilian crew headed by Richard Archbold, American Museum of Natural History research associate now using his Consolidated plane to transport personnel and supplies to a two-mile high lake in Dutch New Guinea, where a scientific expedition is under way.

Archbold flew twice to Miami from San Diego, and once to New York City.

Should Lieut. Peters' round trip be considered a satisfactory demonstration of the ability of the Consolidated PBY's to span land surfaces over a considerable distance, the entire war strategy of the Navy's aviation branch may be altered.

For Protecting East

Under present plans, virtually all the new long range bombers will be stationed on the West Coast, the Canal Zone, Hawaii, and Alaska. The East Coast will be defended, at best, by only a few of the PBY's, according to the assignment of these planes recently disclosed here.

However, should a major emergency confront the Atlantic Coast's population centers, squadrons will be ready to fly non-stop across the continent at short notice. The trail blazing flight of Lieut. Peters will have shown the way.

LOCKHEED SETS SALES RECORD

S.D. SUN — JULY 31, 1938

LOS ANGELES, July 26.—Airplane deliveries of the Lockheed Aircraft Corporation established an all time monthly record in June, exceeding the corresponding 1937 month by 158 per cent, President Robert E. Gross reported today.

Gross announced that his company completed 14 new all-metal twin-engined transport planes during the month with a total value of $1,079,900. This compared with deliveries of $418,085 in June 1937.

Preliminary figures, he added, indicated that deliveries for the first 6 months of this year would aggregate about $4,700,000 or an increase of about 80 per cent over the 1937 period.

NAVY BOMBERS MAY RETURN IN FLIGHT GROUPS

47 Planes Now In Alaska Area; Flagship Due Aug. 14

S.D. Sun 7/27/38

Possibility that the 47 San Diego-based Navy patrol bombers which have been operating in the Puget Sound-Alaska region for more than a month, will be divided into two mass flight groups for the return trip in August, was foreseen at North Island today.

First Of August

Reports received this week in the headquarters of Patrol Squadrons Four and Five, the only Aircraft Scouting Force units now operating at the Naval Air Station, indicated that two of the four squadrons in Seattle may arrive here the first week of August, with the remainder due about August 15. Which units are expected first have not been disclosed.

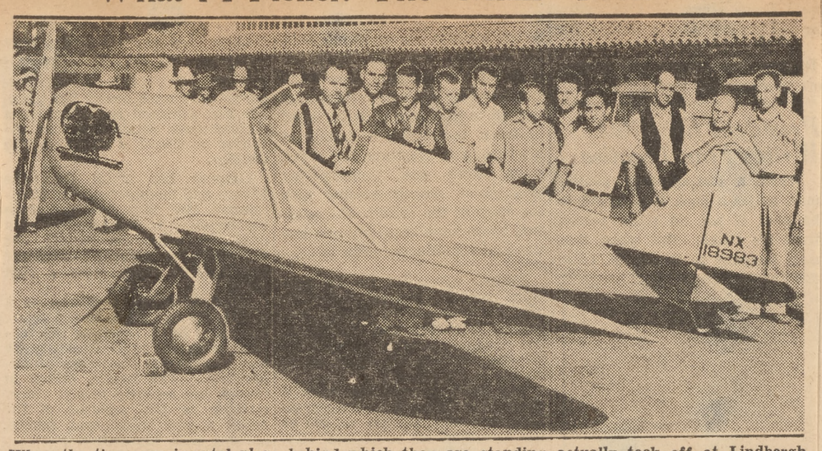
Meanwhile, from the Sand Point Naval Air Station, Seattle, today came word that no official take-off time for the San Diego hop had yet been set. The planes recently returned to Seattle after a fortnight's tactical exercises at Sitka and Kodiak, Alaska.

Wright To Return

The Aircraft Scouting Force flagship USS Wright, which served as tender for the PBY plane squadrons in the Far North, is scheduled to dock at North Island August 14. Her sister ship, the Langley, is en route to Pearl Harbor, and will return here August 8 for a three-day stay before returning to Puget Sound.

Patrol Squadrons Four and Five are training at North Island for mass flights of 16 planes each to Pearl Harbor and the Canal Zone, respectively, within the next six weeks.

What A Relief! The 'Minx' Took Off!



When the tiny experimental plane behind which they are standing actually took off at Lindbergh Field last Thursday, the 12 men pictured above breathed a lot easier, because most of them had sunk a great portion of their savings as well as all their spare time for the past six months in its construction. Left to right, Claude C. Flagg, designer of the "Minx"; L. A. MacDonald, in whose shop it was built; Hugh G. Nicholson, test pilot; D. E. Southwick, C. F. Taylor, L. L. Eickmeyer, Ed Postel, C. C. Alder, Curtis W. May, C. D. Lunt, Gerald Roberts, and William Hammond.

11 S. D. Mechanics Eye Low-Cost Plane Field

JULY 24, 1938
S.D. SUN

In a silver wisp of a plane they have named the "Minx" because she's a pert, saucy little mechanism, are wrapped the hopes of 11 Consolidated Aircraft Corp. employes, who today believe they may have the answer to the most-repeated demand of the aviation enthusiast with modest income:

"Build a plane that doesn't fly out of reach of my pocketbook, and I'll buy it!"

For the past six months these men have toiled away in their spare time on their streamlined, flying midget; they pooled their savings so they could meet the construction bills, totaling some $3000, and finally, last Friday, they entrusted this untried craft to the experienced and capable Hugh G. Nicholson, another Consolidated worker who "test pilots" occasionally.

She Actually Flew!

The 11 builders of the "Minx" held their breath when Nicholson accelerated the 40 h.p. Continental engine and sped down the Lindbergh Field runway. There was no insurance on the plane, so that if it didn't respond as it theoretically should—

But the sturdy little ship, tail still down, took off in the amazingly swift time of seven seconds, and proceeded to pirouette so gracefuly beneath the blue sky as to dispel any doubts about her air worthiness.

Designer of San Diego's newest contribution to the experimental airplane field is Claude C. Flagg, who drew the plans for the tiny craft which Tony Le Vier cracked up at the National Air Races last year.

The ten other banded together in an organization they call the Aircraft Mechanics' Association are:

D. E. Southwick, C. F. Taylor, L. L. Eickmeyer, Ed Postel, C. C. Adler, Curtis W. May, C. D. Lunt, Gerald Roberts, William Hammond, and Thomas J. McAleer.

Economical To Operate

The "Minx" is a low wong monoplane with a 24-ft. six inch wing spread and a 450-mile cruising range. Mr. Flagg claims that it will use only two and one-half gallons of gasoline and one quart of oil per hour at cruising speed of 90 miles uer hour. Top speed has been estimated at 115 miles.

It is a single seater, and if further tests prove satisfactory, plans may be started to manufacture it to sell at a cost of $1200. And that will be the answer to the large army of private fliers who yearn for a plane with moderately high performance characteristics that doesn't require a major pocketbook excavation to acquire.

As the "Minx" continues her tests on Lindbergh Field next week, San Diego will be the scene of trials on one of the largest and one of the smallest experimental planes in the country. For, just across the field from the "Minx's" take-off lane, Consolidated's giant four-motored bomber is being prepared for final official acceptance inspection by the Navy.

Shoes to New Guinea

RICHARD ARCHBOLD
. . . helpers' feet warm.

S.D. Union 7/5/38

Archbold's Gift Stuns Natives

No longer are natives of New Guinea, who are assisting Richard Archbold, research associate, American Museum of Natural history, in scientific explorations, going barefoot.

Transferring the natives from Hollandia, on the north coast of New Guinea, to Lake Habbema, 300 miles inland and 12,000 feet above sea level in his $250,000 Consolidated built plane, Archbold discovered they suffered from the intense cold. Therefore he issued them heavy socks and footwear, the first ever worn by the amazed natives.

MESSAGE TO BOYD

Word to this effect was received by short wave radio at 3:30 yesterday from Archbold to Barney Boyd, radio amateur.

"Archbold reported he is making daily trips from Hollandia to Lake Habbema with natives and supplies," Boyd said. "Archbold said the temperature on the lake was near freezing and that the natives hopped around on their bare feet so much he was compelled to provide them with shoes if any work was to be done in establishing camp.

LANDED BLIND IN FOG

"He further reported that twice he had to land the heavily loaded plane blind on the lake because of thick fog. Archbold plans to retain

Consair Near Mark Of 61 Hawaii Hops

S.D. Union 7/5/38

With the departure of 16 long-range bombers of Patrol Squadron 4 from San Diego for Pearl Harbor next month, a total of 61 Consolidated-built planes will have attempted non-stop flights from Pt. Loma to Diamond Head in 20 months.

Twelve of the multimotored bombers were flown by navy personnel to Hawaii Jan. 28, 1937, and a like number on April 12 of that year. Last Jan. 18, 18 planes flew the 2250-mile airroute without mishap.

The lone commercial craft, that piloted by Capt. Richard Archbold of the American Museum of Natural history, left here June 2 and landed at Pearl Harbor in 18 hours, the fastest time yet recorded between San Diego and the crossroads of the Pacific.

Army Speeding Aviation Plan; Goal Is 2,320

WASHINGTON, July 2.—(UP)—The army air corps gave its entire mobilization program "the gun" today in an effort to reach its goal of 2,320 modern fighting planes by July 1, 1939.

It adopted "speed" as the watchword for the next 12 months—speed in every branch of the air service and in every undertaking—to give the nation an adequate air fighting force.

Ten airplane manufacturing companies are now delivering five to 10 new planes to the air corps each week. The air corps wants faster deliveries. War department and air corps officials wish to reach the Baker board goal of 2,320 modern fighting planes a full year ahead of the July 1, 1940 objective

"AVIATION" JULY '38

International

OUTH SEA ISLANDERS—left to right: Lewis Yancy, vigator; Richard Archbold, captain; Russell Rogers, ot; Ray Booth, radio. These men lifted their Consoli-ted Guba off San Diego harbor June 2, landed at Pearl Harbor. June 7 they crossed direct to Wake Island. On June 9 they finished a pioneer 2300 mile crossing to Dutch New Guinea. Archbold will use the big ship in a two-year research expedition.

July 1938

LES AVIONS AMÉRICAINS

Dans le précédent numéro de « **L'Avion** », nous avons examiné un bombardier et un chasseur américains; nous allons, aujourd'hui, voir un des hydravions en service dans la Marine, et un avion de bombardement léger et d'observation.

♣

HYDRAVIONS de la CONSOLIDATED AIRCRAFT CORP. de San Diégo.

Cette firme est peut-être moins connue du grand public, en France, que Sikorsky ou Martin. Cela tient peut-être à ce qu'en ces dernières années elle a surtout travaillé pour la Marine des Etats-Unis, ce qui ne l'obligeait pas à la même publicité, évidemment, que si elle avait produit des avions commerciaux.

Elle n'en sort pas moins des machines de haute qualité. La preuve nous en est fournie par le fait que la firme Fokker en a pris la représentation pour l'Europe, mettant ainsi la Consolidated, en hydravions, sur le même plan que Douglas pour les terrestres.

Fondée il y a quinze ans par le major Fleet, la firme de San Diégo construisit d'abord un grand hydravion commercial, le « **Commodore** », pour équiper une des premières lignes reliant les Etats-Unis à l'Amérique du Sud, la N.Y.R.B.A., c'est-à-dire la ligne New-York, Rio de Janeiro, Buenos-Ayres. Des 14 appareils de ce type qui furent construits, 12 sont encore en service.

Pour répondre aux désidérata de la Marine des U.S.A., on construisit ensuite le « **Ranger** » dont 55 exemplaires furent mis en service. C'était un biplan à ailes inégales, à coque centrale et flotteurs de bout d'aile, double dérive, équipé de deux moteurs en étoile, à air.

Enfin, au cours de ces dernières années, on a construit, toujours pour la Marine, plus de deux cents exemplaires du type **P.B.Y.** qui est un monoplan, à flotteurs de bout d'aile relevables, équipé de deux **Pratt et Withney « Twin Wasp »** à capotage N.A.C.A. Ce type d'appareil parait présenter de très sérieuses qualités d'endurance et de sécurité; il est désigné comme « patrouilleur-bombardier », et est couramment employé pour étendre l'action de patrouille et d'éclairage exercée par les forces légères de surface. En présence des résultats obtenus, les Américains déclarent, d'ailleurs, que l'on ne saurait fixer actuellement de limite à la mesure dans laquelle ces hydravions sont susceptibles de remplacer les navires éclaireurs et patrouilleurs.

En effet, peu de temps après sa mise en service, le premier **P.B.Y.** battait le record international de distance, en allant de Cocò Solo, dans la zone du canal de Panama, à Alameda, en Californie. Des perfectionnements de détail permirent ultérieurement de porter à 6.000 kms la distance franchissable de ce type d'appareil. Cette distance permet d'envisager le transfert, en un jour, d'escadrilles ayant à opérer en des bases très éloignées de leur port d'attache primitif.

Pour les Américains en particulier, ce point est de la plus haute importance, car, en raison de la forme de leur continent, le transfert des destroyers de San-Francisco à New-York, par le Canal de Panama, ne demanderait pas moins de onze jours, tandis que des hydravions comme le **P.B.Y.** peuvent passer d'un point à l'autre en une journée.

Des déplacements de 4.000 kms sont devenus, pour l'amirauté américaine, si fréquents qu'ils font partie intégrante du service normal, et que les journaux n'en parlent même plus.

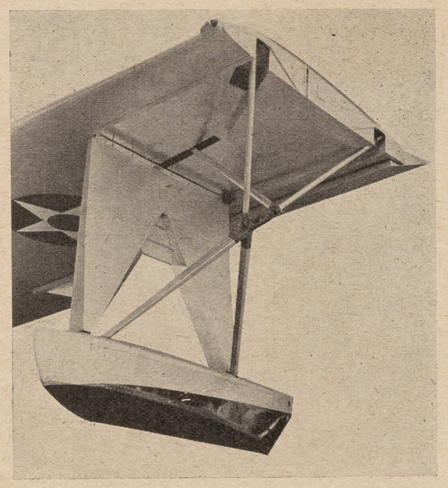
C'est d'ailleurs avec la version commerciale de ce type d'appareil que Sir Hubert Wilkins a effectué plus de trente mille kilomètres dans les régions arctiques, malgré les pires circonstances atmosphériques, lorsqu'il était à la recherche de l'expédition transpolaire russe de Levanevsky. Il lui arriva parfois d'être fort alourdi par le givrage, mais il put toujours continuer à voler correctement, malgré la lourde charge de combustible et de ravitaillement qu'il transportait.

Un point à souligner, relativement à ces divers vols, est que la liaison radio a toujours pu être maintenue avec la base de départ, ce qui prouve que le matériel et l'installation de T.S.F. sont parfaitement adaptés. Les communications en graphie sont assurées par un opérateur spécialisé, mais toute personne du bord peut, en phonie, converser avec l'extérieur au moyen d'un dispositif approprié, en jonction avec l'équipement radio.

Dès le début de l'étude du **P.B.Y.**, il avait été prévu que l'appareil pourrait voler à pleine charge avec un seul de ses moteurs. Après un certain nombre d'essais, le chef-pilote en vint à exprimer sa conviction que l'avion pourrait également décoller sur un seul moteur. Le calcul ayant montré le bien-fondé théorique de cette assertion, on entreprit des essais méthodiques desquels il résulte que le décollage est possible avec un seul moteur, en ayant à bord une provision de combustible suffisant à parcourir plus de deux mille kilomètres.

Le rapport élevé du poids utile au poids total du **P.B.Y.**, ainsi que sa grande vitesse de croisière en font un appareil des plus intéressants. Parmi les particularités constructives qui ont permis de lui donner ses qualités, Consolidated signale surtout les flotteurs repliables en bout d'aile, et les réservoirs faisant partie intégrante de la construction de l'aile.

Dans leur position repliée, les flotteurs n'ont qu'une très faible traînée, et ils agissent comme des écrans, améliorant l'allongement apparent de l'aile, et, par conséquent, ses caractéristiques aérodynamiques. Même en position repliée, leur action stabilisatrice est suffisante pour maintenir l'appareil à flot, si l'on amérissait en oubliant de les descendre. On peut les relever ou les abaisser à la surface de l'eau. En position abaissée, non seulement ils donnent la stabilité à



flot et la tenue à la mer (nécessaire pour opérer en haute mer), mais ils agissent également comme freins aérodynamiques durant la période qui précède l'amérissage.

Les réservoirs faisant partie intégrante de l'aile permettent de loger de grandes quantités de combustibles, en y consacrant seulement une petite fraction du poids qui serait nécessaire pour établir des réservoirs séparés. En même temps, cette disposition a l'avantage de mettre l'équipage et les passagers à l'abri des émanations d'essence toujours désagréables En outre, cette installation permet de réserver au transport toute la capacité intérieure de la coque.

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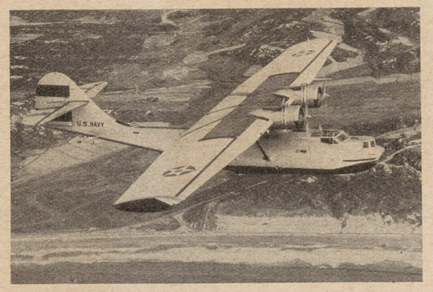
La pièce avant montée sur tourelle carénée couvre l'hémisphère avant. L'hémisphère supérieur est couvert par les mitrailleuses du pont, dont les champs de tir se recouvrent avec ceux des pièces avant et sous tunnel.

Enfin, la pièce sous tunnel couvre l'hémisphère inférieur, en croisant ses feux avec ceux des autres pièces.

Pour l'offensive, les bombes ou les torpilles sont suspendues sous les ailes à l'extérieur des fuseaux-moteurs. Les porte-bombes sont logés dans les ailes, où ils restent en permanence, sans occasionner de traînée supplémentaire. On dispose, sur cet appareil, de 4.600 kgs pour bombes et combustible. On peut, en conséquence, envisager celle des combinaisons qui donnera le meilleur résultat militaire, compte tenu de la distance à parcourir, et de la nature de l'objectif à atteindre.

Le largage des bombes s'effectue depuis le poste du bombardier qui est installé dans la coque, juste derrière le poste de tir avant.

Le **P.B.Y.** est entièrement construit en duralumin, à l'exception du bord de fuite de l'aile et des parties mobiles des empennages. Ces éléments comportent également une charpente



métallique, mais sont revêtus de toile. Les méthodes de revêtement et de protection du dural les plus modernes sont employées, pour résister à la corrosion en atmosphère saline.

La coque est divisée en cinq grands compartiments étanches séparés par des cloisons munies de portes étanches.

Un quelconque de ces compartiments peut être avarié et inondé sans que l'appareil soit en danger, la flottabilité restante étant amplement suffisante pour le maintenir à flot.

Des cloisons auxiliaires subdivisent chacun de ces compartiments de telle façon que la version militaire comporte, de l'avant à l'arrière:

1° Poste AV de tir et de bombardement;
2° Poste de pilotage;
3° Poste de navigation et de radio;
4° Poste du mécanicien, avec divers apparaux, lits et groupe moteur auxiliaire;
5° Chambre de repos, avec lits;
6° Poste de tir de pont;
7° Poste de tir sous tunnel.

Le poste avant, doté de larges champs de vision, sert pour la prise de repères de navigation et pour les manœuvres de mouillage, la mitrailleuse étant effacée lorsqu'elle n'a pas à être utilisée.

Le poste de pilotage comporte la disposition habituelle, avec double commande. Volants et pédales sont disposés pour assurer la meilleure visibilité et le plus grand confort. Les sièges sont réglables en position et en angle. Les divers instruments relatifs à la conduite des moteurs et à leur contrôle sont répartis entre le pilote et le mécanicien volant.

Le pilote a seulement ce qui est nécessaire à la manœuvre et à la sécurité; mais, par contre, il est en communication constante avec le mécanicien, aussi bien par signaux visuels que par le réseau téléphonique du bord.

La table du navigateur et son équipement occupent la partie droite du compartiment suivant. Le côté gauche est pris par l'installation radio, et par le tableau électrique qui contrôle la lumière, le téléphone et l'action du groupe auxiliaire moteur-génératrice.

Le mécanicien volant, dont le poste surélevé est logé dans la superstructure qui relie la coque à l'aile, pour qu'il puisse observer directement ses moteurs, a sous les yeux la plupart des instruments relatifs à leur conduite. Il commande directement tout ce qui ne doit pas nécessairement être fait par le pilote: réglage de la température, richesse du mélange, etc... Il dispose également de la commande des flotteurs de bout d'aile, et peut les actionner soit électriquement, soit à la main.

En bas de ce compartiment, ainsi que dans la chambre de repos qui lui fait suite, sont disposés des placards pour les effets personnels de l'équipage, ainsi que pour les rechanges utiles.

Les mitrailleurs de pont sont protégés, dans le 6e compartiment, par des portes coulissantes formant écran lorsqu'elles sont ouvertes.

Quand elles ne sont pas utilisées, les mitrailleuses sont rentrées à l'intérieur de la coque, leurs supports présentant à cet effet, les articulations nécessaires.

La mitrailleuse arrière est également rétractable, tout en restant, à l'intérieur de la coque, prête à être mise en position de tir par une simple action sur sa genouillère de support. L'ouverture nécessaire au passage de l'arme est obturée par une porte étanche manœuvrée de l'intérieur.

Les moteurs installés sont habituellement des **Pratt et Whitney S-CG,** mais on peut aussi bien monter des **Wright Cyclone** ou tout autre moteur analogue de 900 à 1.000 CV.

♣

Telles sont les principales caractéristiques de ce très intéressant hydravion qui, soulignons-le, n'est pas un prototype, mais existe à plus de deux cents exemplaires, donnant en service une vitesse maximum de 350 km/h. à 3.500 mètres, une vitesse minimum de 100 km/h., une distance franchissable de 6.500 kms, un plafond de 8.800 mètres, montant à 4.500 mètres en 13 minutes et demie, et décollant en 18 secondes en eau calme.

Sur ces mêmes principes constructifs, Consolidated sort, depuis quelques mois, des quadrimoteurs sur lesquels nous aurons peut-être à revenir.

♣

AVION BEECHCRAFT MODELE 18 de la Besch Aircraft Corporation

Cet appareil me paraît présenter un intérêt tout particulier, parce qu'en utilisant une puissance motrice égale à celle des biplaces monomoteurs actuellement en service comme avions d'observation, de photo, etc..., en un mot, de coopération, il emporte quatre personnes, va plus vite, est mieux défendu, etc... Il peut également être utilisé comme bombardier léger et comme avion sanitaire. Il vole parfaitement avec un moteur, non seulement ralenti, mais même complètement coupé.

Le **Beechcraft 18** est un monoplan cantilever à aile basse, qui a été étudié tout particulièrement pour atterrir doucemen, décoller en peu d'espace, avoir une grande vitesse ascentionnelle et une bonne vitesse de croisière. En outre, l'atterrisseur a été étudié pour l'usage de mauvais terrains. Des essais réels ont permis d'atteindre 1 fois 1/2 les efforts de chocs demandés par la Marine des U.S.A. pour ses avions embarqués, sans aucune faiblesse du train. Une vitesse verticale de chute de 3 m./sec. donne déjà lieu à des efforts très

FLEET PREDICTS SEA AIR LINES THIS YEAR

By United Press

MONTESANO, Wash., July 27. —Regularly scheduled transatlantic passenger air service before the end of summer was forecast here today by Maj. R. H. Fleet, president of the Consolidated Aircraft Corporation of San Diego. Maj. Fleet also predicted the eventual construction of planes with a wingspread of from 600 to 800 feet.

Mystery Hides Return Flight Of Navy Plane

S.D. SUN — JULY 22, 1938

Lieut. Peters Due Back In S. D. After Hop Across Country In Consolidated Airboat

By HAROLD KEEN
The Sun's Navy Editor

His secret mission on the east coast fulfilled, Lieut. (jg) James M. Peters, the first Navy aviator to pilot a seaplane nonstop across the continent, today awaited favorable weather at Pensacola before attempting a similar return trip in his PBY bomber, it was learned at North Island.

Last April, Lieut. Peters and a flight crew of Patrol Squadron Seven took off in a new Consolidated PBY bomber without public announcement of their destination and landed in Pensacola, Fla., after an unprecedented non-stop dash across mountains, deserts, dry valleys and inland cities. The last few hundred miles the fight, of course, was over the Gulf of Mexico, but never before had the Navy even considered sending an airboat overland across the continent without a stop.

Underwent Torpedo Tests

From Pensacola, Lieut. Peters headed up the Atlantic shoreline for Newport, R. I., where experimental torpedo tests were conducted behind a wall of Navy censorship.

The Navy has attempted to keep Lieut. Peters' flight westward this week as quiet as his hop to Pensacola three months ago. Aircraft Scouting Force authorities at North Island, however, admitted today that Litut. Peters took off this week from Newport for San Diego via Pensacola, retracing the route he took last April.

First Such Flight

Although Lieut. Peters' transcontinental flight was the first ever made in a Navy airboat, his feat was preceded by three cross-country dashes, all made by a civilian crew headed by Richard Archbold, American Museum of Natural History research associate now using his Consolidated plane to transport personnel and supplies to a two-mile high lake in Dutch New Guinea, where a scientific expedition is under way.

Archbold flew twice to Miami from San Diego, and once to New York City.

Should Lieut. Peters' round trip be considered a satisfactory demonstration of the ability of the Consolidated PBY's to span land surfaces over a considerable distance, the entire war strategy of the Navy's aviation branch may be altered.

For Protecting East

Under present plans, virtually all the new long range bombers will be stationed on the West Coast, the Canal Zone, Hawaii, and Alaska. The East Coast will be defended, at best, by only a few of the PBY's, according to the assignment of these planes recently disclosed here.

However, should a major emergency confront the Atlantic Coast's population centers, squadrons will be ready to fly non-stop across the continent at short notice. The trail blazing flight of Lieut. Peters will have shown the way.

LOCKHEED SETS SALES RECORD

S.D. SUN — JULY 31, 1938

LOS ANGELES, July 26.—Airplane deliveries of the Lockheed Aircraft Corporation established an all time monthly record in June, exceeding the corresponding 1937 month by 158 per cent, President Robert E. Gross reported today.

Gross announced that his company completed 14 new all-metal twin-engined transport planes during the month with a total value of $1,079,900. This compared with deliveries of $418,085 in June 1937.

Preliminary figures, he added, indicated that deliveries for the first 6 months of this year would aggregate about $4,700,000 or an increase of about 80 per cent over the 1937 period.

NAVY BOMBERS MAY RETURN IN FLIGHT GROUPS

47 Planes Now In Alaska Area; Flagship Due Aug. 14

S.D. Sun 7/27/38

Possibility that the 47 San Diego-based Navy patrol bombers which have been operating in the Puget Sound-Alaska region for more than a month, will be divided into two mass flight groups for the return trip in August, was foreseen at North Island today.

First Of August

Reports received this week in the headquarters of Patrol Squadrons Four and Five, the only Aircraft Scouting Force units now operating at the Naval Air Station, indicated that two of the four squadrons in Seattle may arrive here the first week of August, with the remainder due about August 15. Which units are expected first have not been disclosed.

Meanwhile, from the Sand Point Naval Air Station, Seattle, today came word that no official take-off time for the San Diego hop had yet been set. The planes recently returned to Seattle after a fortnight's tactical exercises at Sitka and Kodiak, Alaska.

Wright To Return

The Aircraft Scouting Force flagship USS Wright, which served as tender for the PBY plane squadrons in the Far North, is scheduled to dock at North Island August 14. Her sister ship, the Langley, is en route to Pearl Harbor, and will return here August 8 for a three-day stay before returning to Puget Sound.

Patrol Squadrons Four and Five are training at North Island for mass flights of 16 planes each to Pearl Harbor and the Canal Zone, respectively, within the next six weeks.

Consair Near Mark Of 61 Hawaii Hops

S.D. Union 7/5/38

With the departure of 16 long-range bombers of Patrol Squadron 4 from San Diego for Pearl Harbor next month, a total of 61 Consolidated-built planes will have attempted non-stop flights from Pt. Loma to Diamond Head in 20 months.

Twelve of the multimotored bombers were flown by navy personnel to Hawaii Jan. 28, 1937, and a like number on April 12 of that year. Last Jan. 18, 18 planes flew the 2250-mile airroute without mishap.

The lone commercial craft, that piloted by Capt. Richard Archbold of the American Museum of Natural history, left here June 2 and landed at Pearl Harbor in 18 hours, the fastest time yet recorded between San Diego and the crossroads of the Pacific.

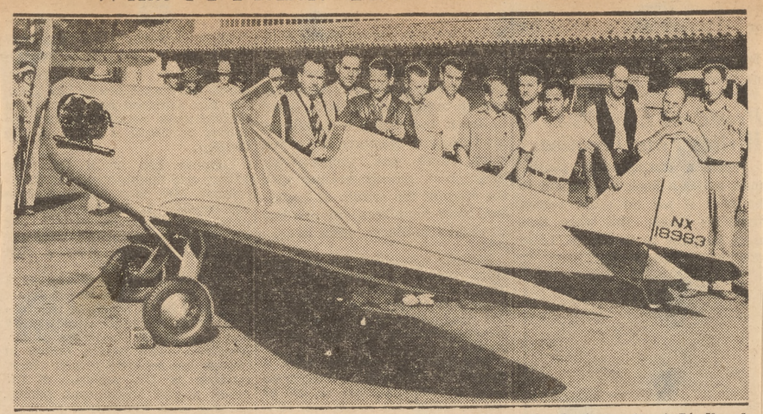
Army Speeding Aviation Plan; Goal Is 2,320

WASHINGTON, July 2.—(UP)—The army air corps gave its entire mobilization program "the gun" today in an effort to reach its goal of 2,320 modern fighting planes by July 1, 1939.

It adopted "speed" as the watchword for the next 12 months—speed in every branch of the air service and in every undertaking—to give the nation an adequate air fighting force.

Ten airplane manufacturing companies are now delivering five to 10 new planes to the air corps each week. The air corps wants faster deliveries. War department and air corps officials wish to reach the Baker board goal of 2,320 modern fighting planes a full year ahead of the July 1, 1940 objective

What A Relief! The 'Minx' Took Off!



When the tiny experimental plane behind which they are standing actually took off at Lindbergh Field last Thursday, the 12 men pictured above breathed a lot easier, because most of them had sunk a great portion of their savings as well as all their spare time for the past six months in its construction. Left to right, Claude C. Flagg, designer of the "Minx"; L. A. MacDonald, in whose shop it was built; Hugh G. Nicholson, test pilot; D. E. Southwick, C. F. Taylor, L. L. Eickmeyer, Ed Postel, C. C. Alder, Curtis W. May, C. D. Lunt, Gerald Roberts, and William Hammond.

11 S. D. Mechanics Eye Low-Cost Plane Field

JULY 24, 1938
S.D. SUN

In a silver wisp of a plane they have named the "Minx" because she's a pert, saucy little mechanism, are wrapped the hopes of 11 Consolidated Aircraft Corp. employes, who today believe they may have the answer to the most-repeated demand of the aviation enthusiast with modest income:

"Build a plane that doesn't fly out of reach of my pocketbook, and I'll buy it!"

For the past six months these men have toiled away in their spare time on their streamlined, flying midget; they pooled their savings so they could meet the construction bills, totaling some $3000, and finally, last Friday, they entrusted this untried craft to the experienced and capable Hugh G. Nicholson, another Consolidated worker who "test pilots" occasionally.

She Actually Flew!

The 11 builders of the "Minx" held their breath when Nicholson accelerated the 40 h.p. Continental engine and sped down the Lindbergh Field runway. There was no insurance on the plane, so that if it didn't respond as it theoretically should—

But the sturdy little ship, tail still down, took off in the amazingly swift time of seven seconds, and proceeded to pirouette so gracefuly beneath the blue sky as to dispel any doubts about her air worthiness.

Designer of San Diego's newest contribution to the experimental airplane field is Claude C. Flagg, who drew the plans for the tiny craft which Tony Le Vier cracked up at the National Air Races last year.

The ten other banded together in an organization they call the Aircraft Mechanics' Association are:

D. E. Southwick, C. F. Taylor, L. L. Eickmeyer, Ed Postel, C. C. Adler, Curtis W. May, C. D. Lunt, Gerald Roberts, William Hammond, and Thomas J. McAleer.

Economical To Operate

The "Minx" is a low wong monoplane with a 24-ft. six inch wing spread and a 450-mile cruising range. Mr. Flagg claims that it will use only two and one-half gallons of gasoline and one quart of oil per hour at cruising speed of 90 miles uer hour. Top speed has been estimated at 115 miles.

It is a single seater, and if further tests prove satisfactory, plans may be started to manufacture it to sell at a cost of $1200. And that will be the answer to the large army of private fliers who yearn for a plane with moderately high performance characteristics that doesn't require a major pocketbook excavation to acquire.

As the "Minx" continues her tests on Lindbergh Field next week, San Diego will be the scene of trials on one of the largest and one of the smallest experimental planes in the country. For, just across the field from the "Minx's" take-off lane, Consolidated's giant four-motored bomber is being prepared for final official acceptance inspection by the Navy.

"AVIATION" JULY '38

International

OUTH SEA ISLANDERS—left to right: Lewis Yancy, vigator; Richard Archbold, captain; Russell Rogers, ot; Ray Booth, radio. These men lifted their Consoli-ted Guba off San Diego harbor June 2, landed at Pearl Harbor. June 7 they crossed direct to Wake Island. On June 9 they finished a pioneer 2300 mile crossing to Dutch New Guinea. Archbold will use the big ship in a two-year research expedition.

Shoes to New Guinea

RICHARD ARCHBOLD
. . . helpers' feet warm.

S Union 7/5/38

Archbold's Gift Stuns Natives

No longer are natives of New Guinea, who are assisting Richard Archbold, research associate, American Museum of Natural history, in scientific explorations, going barefoot.

Transferring the natives from Hollandia, on the north coast of New Guinea, to Lake Habbema, 300 miles inland and 12,000 feet above sea level in his $250,000 Consolidated built plane, Archbold discovered they suffered from the intense cold. Therefore he issued them heavy socks and footwear, the first ever worn by the amazed natives.

MESSAGE TO BOYD

Word to this effect was received by short wave radio at 3:30 yesterday from Archbold to Barney Boyd, radio amateur.

"Archbold reported he is making daily trips from Hollandia to Lake Habbema with natives and supplies," Boyd said. "Archbold said the temperature on the lake was near freezing and that the natives hopped around on their bare feet so much he was compelled to provide them with shoes if any work was to be done in establishing camp.

LANDED BLIND IN FOG

"He further reported that twice he had to land the heavily loaded plane blind on the lake because of thick fog. Archbold plans to retain

His Voice Spans 6500 Miles

Every Saturday night, B. F. "Barney" Boyd, San Diego disabled war veteran and amateur radio operator, picks up his microphone and says "Hello!" to Dick Archbold and flight crew of the Consolidated-built Guba, now in far-off Dutch New Guinea.

Jungle Jolly as Archbold Crew Dedicates Outpost

S.D. Sun JULY 31

Barney Boyd Keeps Tab On Scientific Flight Through Radio In San Diego

On the shores of a two-mile high lake in the Dutch New Guinea wilderness, a unique celebration took place last night.

Richard Archbold, the flight crew of five who accompanied him on the 6500-mile air journey from San Diego in the Consolidated-built flying boat "Guba" last month, and a small band of scientists for a few hours forgot about the difficult job confronting them, and unleashed their emotions to the bewilderment of 100 dark-skinned natives.

Dedicate Base

The occasion was the "dedication" of a new scientific outpost, the base camp Lake Habbema, from which the American Museum of Natural History expedition of which Archbold is leader, will operate in its search for rare biological specimens.

After almost two months of transporting personnel, supplies and equipment from the seacoast to the lake, more than 11,000 feet above sea level and about 150 miles inland, the Guba (Papuan dialect for "sudden storm") finally had completed its gargantuan job and Archbold and mates decided that a party was in order.

All this was revealed here yesterday in radio conversation of Archbold with his San Diego representative, B. F. "Barney" Boyd, in whose home at 4635 56th-st, a 1000-watt transmitter was installed shortly before the scientist-aviator flew across the Pacific.

Jungles Roar

And from what was indicated in this conversation, the Dutch New Guinea jungles echoed with revelry that would have done justice to New Year's Eve and the Fourth of July rolled up into one.

Since arrival of the Guba at Hollandia, in Dutch New Guinea's Humboldt Bay, last month, Barey Boyd has maintained a constant weekly radio watch in his "ham shack."

Promtly at 10.30 p. m. each Saturday (6 p. m. Sunday in New Guinea) he calls into his "mike": "W6LYY calling PK6XX! W6LYY calling PK6XX!"

And from out across 6500 miles of space comes the response of Raymond Booth, Archbold's radio operator. For two or three hours messages are exchanged. The expedition members wish to send word to their friends or wives, and they're relayed by Barney, either by long-distance telephone, telegrams, or mail. Or Archbold has a lengthy report on the expedition's progress he has promised the New York newspapers; Barney takes it all down in the early hours of Sunday morning.

And, occasionally during the [illegible] the station at Hollandia for supplementary messages.

The story of Barney Boyd itself is packed with human interest. Three and one-half years ago, an old spinal injury, suffered in the World War, became aggravated and he was paralyzed from the waist down.

Doomed to a wheelchair existence, he cast about for some activity that would compensate for a gloomy "shut-in" life. He found it in amateur radio, to which he was introduced by a fellow war veaeran in La Mesa, Howard Breedlove.

Barney acquired a modest transmitter and receiver, learned the secrets of "ham" operation. Last year, during the disastrous Southern California flood which swept away communication facilities, his radio station was the bottleneck through which much of the wire service news filtered into San Diego from Los Angeles.

Hired On Spot

When Archbold, in casting about for an amateur operator suited to act as San Diego base station operator during the entire two years' duration of the expedition, was introduced to Barney, he "hired" him on the spot.

The one kilowatt transmitter, most powerful allowed amateurs, was installed, and Barney Boyd today finds life more interesting than a lot of people who can move about freely, go anywhere and do anything they please.

CLIPPER HUNT TO BE PRESSED

Army, Navy To Continue Search For Week

S.D. Sun —— Aug. 1, '38

By United Press

MANILA, Aug. 1.—Military authorities said tonight the search for the Hawaii Clipper, missing since 8:09 a. m., P. S. T., Thursday with 15 persons aboard, probably would be continued another week, unless a definite clue to the fate of the giant flying boat was discovered.

This announcement came at the end of the third day of searching the sea 565 miles east of Manila, where Capt. Leo Terletzky of the ill-fated plane made his last report.

Penguin To Search

The Navy minesweeper Penguin was expected to reach the area of the search from Guam tomorrow. Two amphibian planes from the USS Heron today flew considerably south of the southernmost route any Clipper plane travels in an ever widening hunt for the lost ship.

The Army's 28th Bombardment Squadron flew in a long triangle, pointing approximately five degrees east of the Clipper's last reported position.

Hope Abandoned

The Navy tender Meigs circled about 50 miles south of the Clipper's radioed position.

However, hope had been virtually abandoned that the fate of the Clipper would ever be known.

Archbold Offers To Join Search

An offer by Richard Archbold, millionaire scientist-aviator, to aid in the search for the missing Hawaii Clipper with his long-range San Diego-built patrol plane "Guba," today was under consideration by Pan-American officials.

Barney Boyd, San Diego radio amateur, yesterday was informed by Archbold from the latter's American Museum of Natural History base in Dutch New Guinea that his craft, capable of flying 4000 miles non-stop, was available to Pan-American authorities.

AVIATION MAG. June '38

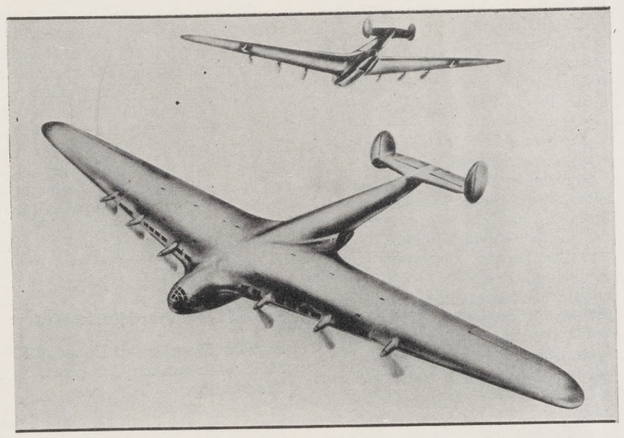
Consolidated Looks Ahead

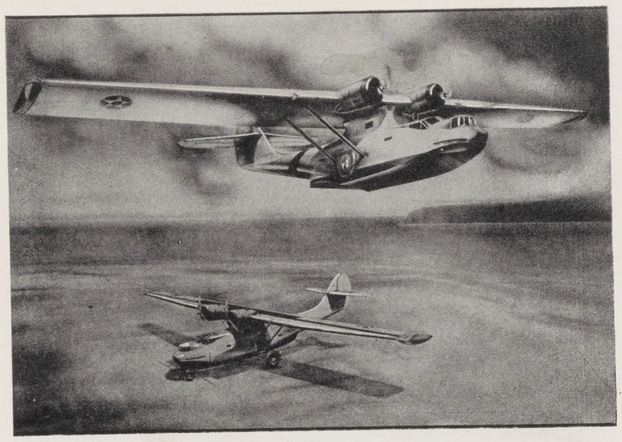
Engineers have completed a preliminary study of a really big airplane—also, a modification of the PBY.

LOOKING TO THE NEAR FUTURE Consolidated Aircraft Corporation has completed a study of a three hundred passenger plane. Using materials and technique now available, and power plants that would be available by the time such a plane could be completed, the study envisions a single hull flying boat in which outboard floats retract into the under side of the wing, and the main float retract up against the body of the plane. Power is furnished by six two-thousand horsepower engines within the wing driving three-blade propellers of 20 ft. diameter through extension shafts. All passenger accommodations are on one deck which extends approximately 88 ft. fore and aft in the hull and 116 ft. laterally through the wing, with windows in the leading edge and sky lights in the upper surface of the wing. Wing thickness at the root is a maximum of over eleven feet, with a root chord of 48 ft. and a tip chord of 14 ft. Span of the ship is 272 ft., length 144 ft., height 20 ft., wing area 8400 sq. ft., gross weight 400,000 lb., wing loading 47.7 lb. per sq. ft., power loading 33.3 lb. per h.p., total power 12,000 h.p., cruising speed 300 m.p.h. and range of 5000 mi., with a crew of thirty, three hundred passengers, baggage, mail and express.

Latest version of the Consolidated PBY being offered to the world market is an amphibian with retractable tricycle landing gear. As a military patrol bomber it would retain practically all features of the PBY boats as used by the U. S. Navy, plus the ability to operate off land fields. As a commercial transport it would provide accommodations for approximately forty passengers in four separate compartments. Rumors are current of interest in this model for export.

Flying Equipment





Above: As Consolidated's engineers envision a 200-ton flying boat for the future Main central float is designed to retract against fuselage bottom. Below: The familiar PBY modified to become amphibious.

CONSAIR OFFICIAL DIES IN CRASH

S.D. TRIBUNE JULY 28, 1938

SAN DIEGO, CALIFORNIA, THURSDAY, JULY 28, 1938 S.D. SUN

Plane Crash Kills Consair Test Pilot In Yugoslavia

Gordon Mounce Victim As He Demonstrates S. D. Craft

Gordon E. Mounce, experienced test pilot and assistant to the manager at Consolidated Aircraft Corp., was killed today when his two-seater training plane crashed while stunting over an airport in Belgrade, Yugoslavia, according to a cablegram received by Maj. R. H. Fleet, Consolidated president.

Mounce, 40, leaves a widow and three children, living at 2202 La Jolla Shores-dr, La Jolla.

Demonstrating Plane

The plane was being demonstrated to Yugoslavian officials at the time of the crash. Mounce left San Diego for a sales tour of European countries in January, accompanied by C. A. Van Dusen, vice-president of the local aircraft firm.

Mounce, a former United States Army captain, was assistant to Major Flee, and for six years had been active in the sales division of Consolidated Corp. He represented the firm in Europe from 1932 to 1935.

5000 Hours In Air

A veteran pilot, Mounce had over 5000 hours in the air to his credit. He joined Consolidated in 1930 as West Coast representative and demonstration pilot, being advanced to Maj. Fleet's assistant on his return from Europe in 1935. He was born in Lewiston, Ida., in 1898.

Surviving are the widow, Mrs. Lorin Mounce, and three children by a previous marriage; Gordon Jr., of La Jolla, and Robert and Lionne, both of Port Angeles, Wash.

San Diego Pilot's 'Fun' Cause Of Tragic Death

Gordon E. Mounce, Consair Demonstrator-Salesman Killed In Yugoslavia, Liked Aerial Acrobatics

S.D. SUN JULY 29, 1938

By HAROLD KEEN
The Sun's Navy Editor

Aerial acrobatics, in which 40-year old Gordon E. Mounce found relaxation, yesterday were the cause of his death in Belgrade, Yugoslavia.

Ironically, the foreign representative of Consolidated Aircraft Corp. early this year commented to friends in San Diego that two things gave him the most pleasure in his spare time. They were aerial acrobatics and golf.

Tragic Touch

Mounce's biography, which appeared in the May issue of Consolidated's magazine, "The Consolidator," mentioned this fact. It proved the tragic final touch in what today is the San Diego flier's obituary.

For Gordon E. Mounce yesterday plunged to his death after he had successfully completed 24 loops while demonstrating a small Fleet training plane.

Few American aviators equalled Mounce's proficiency in aerobatics, or in general handling of small planes, Consolidated officials declared today. Mounce had left the United States last January 15 with C. A. Van Dusen, vice president of the concern, to comb the European market for aircraft contracts.

Demonstrated Ships

Van Dusen presumably was to concentrate on sales for Consolidated's big airboats, while Mounce was to demonstrate and attempt to sell smaller ships, such as the Fleet trainer, manufactured by a Canadian concern in which Consolidated has large holdings.

Last year, at a picnic held for Consolidated employes at Mission Beach, Mounce staged the principal attraction—a series of intricate stunts that had even the air-wise factory workers gasping. That was one of his final aviation performances locally.

GORDON E. MOUNCE
Aerial Acrobatics His "Relaxation"

Born in Lewiston, Ida., in May, 1898, he entered the aviation industry via the automotive field, operating a general garage soon after leaving college. During the war, he served with the Army Air Corps, then went into the business of aerial mapping, advertising and student instruction.

At the time of his death, he had more than 5000 hours of piloting time.

Since 1932, he has been European representative and demonstration pilot for Consolidated, becoming assistant to Maj. Reuben H. Fleet, president, three years ago.

Surviving the aviator are his widow, Mrs. Lorin Mounce, 2202 La Jolla Shores-dr, La Jolla, and three children by a previous marriage; Gordon Jr., 18, of La Jolla, and Robert, 15, and Lionne, 17, both of Port Angeles, Wash., where they reside with their grandparents, Mr. and Mrs. E. Mounce.

Loop Is Fatal To La Jollan On Sales Tour

Gordon E. Mounce, 40, Consolidated Aircraft Corp. official, was killed today in a plane crash at Belgrade, Jugoslavia, The Associated Press reports.

At Belgrade Airport

Mounce, assistant to Maj. R. Fleet, president and manager of aircraft firm, crashed to his de after 24 successful demonstrati in looping his baby "Fleet" pl at Belgrade's airport at Zemun.

A resident of La Jolla, where he lived at 2202 La Jolla Shores dr., Mounce went to Europe on a sales tour in January, accompanied by C. A. Van Dusen, vice president and works manager. He had several years' experience in Europ as Consolidated's representati there from 1932 to 1935.

Veteran of Air

The Consolidated official, former United States army captain, was credited with having made the first outside loop in a small commercial plane. Born in Lewiston, Id., in May, 1898, Mounce served with the United States army air corps during the World war, following which he entered t business of aerial mapping, adv sing an student instruction. He partment of commerc license, F.A.I. license, and engine mechanics' l

A veteran pilot, Moun than 5000 hours of pilotin first became associated Consolidated Aircraft Corp. as west coast representati demonstration pilot for th then located at Buffalo, N. Y. his three years in Europe fo firm he became assistant to Fl

Consolidator, monthly public of the aircraft firm, stated in a (Co age, Ca

Europe Crash To Consair Off

CONTINUED FROM PA

graphical sketch of Mou he found relaxation "in aer batics and golf."

Mounce is survived by hi Lorin, and three children by vious marriage, Gordon jr. Jolla; Robert, 15, and a da Lionne, 17, both of Port An Wash., where they live wit grandparents, Mr. and M Mounce.

Capt. Archbold's "Guba" trying its wings high over a Pacific Coast city in preparation for flight to New Guinea.

Man's Latest Creation Visits Stone-Age New Guinea

ON June 2nd, 1938, Captain Richard Archbold, well-known explorer and scion of the Archbolds who made Standard Oil history, took off from San Diego, California, with five companions in his $250,000 "flying laboratory" to collect specimens in New Guinea for the American Museum of Natural History.

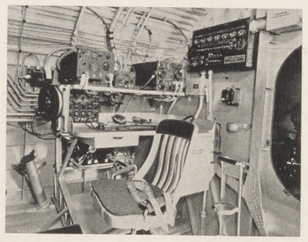
Captain Archbold, who is thirty years old, made the flight by way of Honolulu and Wake Island to his final destination, Hollandia on the northeast coast of New Guinea in less than fifty hours' flying time. The 2267 miles from San Diego to Honolulu were covered in about 17 hours and the second hop of 2300 miles to Wake Island took but 16 hours and 45 minutes. In the final leg of the 7,000-mile journey, he traversed an area over which no plane had ever flown in 14 hours and 41 minutes.

The plane structually is identical to the Navy PBY flying boats and is the most completely equipped flying laboratory in the world—particularly for all-weather flights over land or sea. It was furnished especially for the expedition and its installation of instruments, radio and navigational devices are the latest known to science.

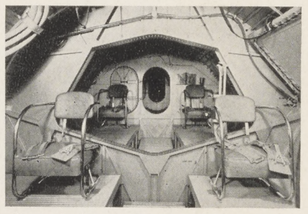
Built by the Consolidated Aircraft Corporation the ship is powered with Pratt & Whitney (Model SBG) Twin Row Wasp Engines of 14 cylinders developing 900 HP each. The cubic inch displacement is 1535 and the engine has a bore and stroke of 5.1875 x 5.1875" with a compression ratio of 6.75 to 1.0. The supercharger is geared at 12:10. The horsepower required for normal take off is 825 and for normal and maximum climb rate 750.

The interior equipment of the ship is the result of months of study and experience gained on Captain Archbald's former expedition to New Guinea in 1936. In the bow compartment are an airspeed indicator, an altimeter and an aperiodic compass—the turret is graduated in degrees and shadow bars are provided for taking azimuth and for operation of a sun compass. In the pilot's compartment there are two complete sets of blind flying instruments and a Sperry Gyropilot. A right and left indicator for a tele-magnetic compass, an indirectly lighted compass and an aperiodic compass. The radio operator in the same compartment as the navigator has two transmitters, two all-wave receivers and two remotely controlled radio direction finders. One transmitter and receiver are remotely controlled from the pilot's cockpit by a dial system.

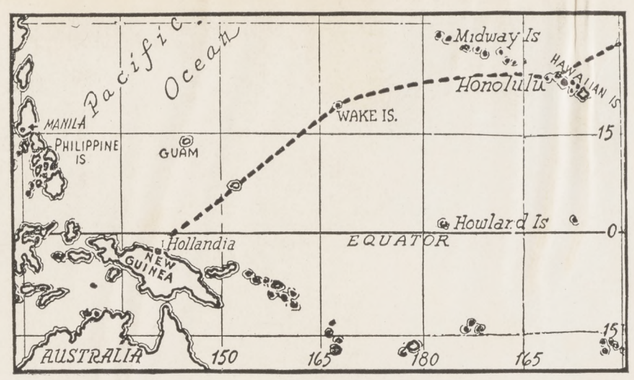
There are four sturdy platforms to support five tons of cargo and ten chairs for passengers. The "Guba", which in Papuan dialect means "Sudden Storm", will be required to carry almost daily, supplies and personnel from the seacoast base at Hollandia to the advance party of the expedition stationed on Lake Habbema, near the summit of Mt. Wilhelmina, altitude 12,500'. This is some 300 miles inland and a three months' journey on foot whereas the "Guba" will make the flight in two hours.



The radio equipment installation on the flying boat "Guba" is the last word in science of the air-waves.



One of the spacious compartments especially designed for the comfort of the expedition members. View from bulkhead No. 4 looking aft.



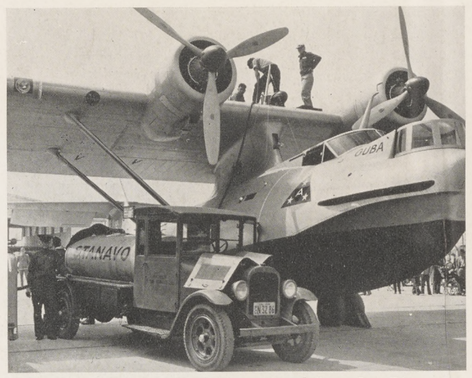
Richard Archbold, heading a group of scientists seeking specimens for the American Museum of Natural History, made this 7,000-mile flight from California to Hollandia, Dutch New Guinea. Stops were made at Honolulu and Wake Island.

The Expedition will spend 1½ years in New Guinea collecting zoological data on birds, mammals and plants to further complete the valuable contributions to science which Captain Archbald brought from the almost unknown region two years ago. The base station will be equipped with a 500 watt radio transmitter and the lake base with a portable set thus permitting constant communication between the bases and the plane.

To make a complete zoological record of the area survey trips of three and four weeks duration will be made from the Lake—slow and tedious journeys of but a few miles a day under conditions making it impossible to carry supplies. In order to overcome the difficulty the same method will be employed which was practiced successfully on the former expedition, namely the dropping of food supplies by parachute for it was due to the loss of their plane that the first expedition was obliged to return. For the purpose the "Guba" has installed a special cargo dropping chute in the tunnel hatch. Thus one of the greatest problems of exploration has been solved by placing this burden on the wings of a flying boat.

Accompanying Captain Archbold is Russell Rogers who acted as pilot on the 1936 New Guinea expedition; Lewis Yancey, forty-one-year old veteran navigator of the first New York-to-Rome flight in 1929; Gerald Brown, flight engineer, who flew Ethyl Gasoline Corporation's C. J. MacFarlane to Fairbanks, Alaska, last summer (see Jan. "News") and there joined Sir Hubert Wilkins in his search for the Russian flyers; Raymond Booth, radio operator, also a veteran of the Wilkins expedition and Stephen Barinka, assistant engineer.

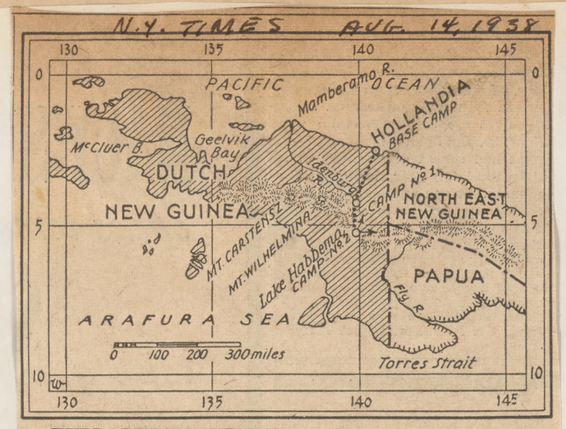
For this material and photographs we are indebted to: American Museum of Natural History, Mr. F. A. Learman of Consolidated Aircraft Corporation and Mr. Gerald Brown.



Flying boat "Guba" at U. S. Coast Guard Base, San Diego, just before take-off for Honolulu at 2:45 P. M. June 2nd. 1,750 gallons of Stanavo Aviation Ethyl with an 87 octane rating were put aboard. 17 hours later she came down safely at her first port of call.

The "Guba's" intrepid crew shortly before the start of their trail-blazing flight.

N.Y. TIMES AUG. 14, 1938



EXPLORERS STUDY NEW GUINEA FROM AIR

In ten days 110 men and thirty tons of supplies were transported by plane into the interior for the Archbold New Guinea Expedition. The broken line indicates the air route from the Hollandia base camp to the two advance camps.

NEW GUINEA COLONY FOUND BY ARCHBOLD

Explorers Locate Villages in Remote Districts From Air —Primitive Race Studied

N.Y. TIMES AUG. 14, 1938

TWO CAMPS ESTABLISHED

Food and Supplies Dropped for Ground Parties From Expedition Flying Boat

The following dispatch is from the leader of the 1938 New Guinea expedition. Mr. Archbold, research associate of the Department of Mammals, American Museum of Natural History, and the members of his expedition expect to spend about two years in a study of mammals, birds and plants in New Guinea.

By RICHARD ARCHBOLD

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HOLLANDIA, Dutch New Guinea, Aug. 13.—Over a period of ten days, 110 men and thirty tons of supplies and equipment were transported approximately 180 miles into the unexplored interior of New Guinea by the twin-motored flying boat large island. The airplane is the one in which your correspondent and five companions crossed the Pacific Ocean from San Diego, Calif., to Hollandia early in June.

Considering the rugged and unexplored jungle and the mountainous country in which the airplane is operating, the transporting of so large a party and its supplies without an accident in so short a time is thought to be something of a record.

Two advance camps have been established, one of sixty men on the Idenburg River, about 125 miles northwest of the base camp at Hollandia, and the second of 110 men about seventy miles farther south on the shores of Lake Habbema, a small mountain lake situated near the center of the island at an altitude of approximately 11,000 feet.

Party Investigates Country

The latter part of July an exploring party of twenty-four men left the Idenburg River camp on foot to work their way through the mountains and investigate the country which had previously been seen from the air. A few days ago a second party of twenty-four men left the Lake Habbema camp to work their way east and north on a similar mission. Each party is equipped with a portable radio telephone, which keeps them in daily contact with the base camp at Hollandia or direct to the airplane, should it be in the air. Every few days food and other supplies are dropped to the exploring parties by parachute from the airplane, as the country through which they are traveling affords no possible landing place.

Du[illegible] made prior to the establishment of the advance camps, a large valley was sighted from the air lying just east of Lake Habbema. It was carefully photographed. Many native villages and gardens were visible, indicating a very large population hitherto unknown. The ground party from Lake Habbema is now in this valley and reports having made friendly contact with many of the natives, finding them a very primitive people, with nothing to indicate previous contact with the outside world.

The party working south from the Idenburg River has covered a little more than half the distance between these camps in two weeks, having found travel very difficult, as the jungle is so thick in many places that it is necessary to cut a trail. There are a few scattered villages in the mountains and valleys but the bulk of the population appears to be concentrated in the big valley east of Lake Habbema.

Get Reports by Radio

The airplane crew maintains headquarters at the base camp at Hollandia, where supplies and stores are received from the outside world via a small coastwise steamer which calls once each month. Here complete maintenance and overhaul equipment has been assembled to care for the big plane. By radio telephone daily reports of progress are made by each field party and by the Lake Habbema advance camp to the base camp. Requests for special supplies, equipment and medicine are made at the same time. At the base camp supplies are assembled in small packages to be dropped to the field parties by parachute or delivered to the advance camp, where landings can be made.

Back in Hollandia for a few days' rest, I feel enthusiastic about the progress of the expedition to date, as everything has proceeded exactly according to schedule. Aside from some pretty nasty flying weather, which the airplane crew has taken in its regular stride, everything is working out perfectly. There has been no sickness, even minor ailments being comparatively few. The collecting parties at both the Idenburg River and Lake Habbema camps are doing excellent work, having already obtained several rare specimens in the large and rapidly growing collection of mammals, birds and plants.

Our exploration parties are in virgin territory and their investigations will add greatly to world knowledge and fill an exceedingly large blank spot on the map of the island. From what has already been accomplished, and from what we have learned about the country in the last few weeks, indications are that the final results of the present expedition will far exceed our most sanguine expectations.

NAVY TO HOLD RITES FOR AIR CRASH VICTIMS

Memorial Services For Five Fliers Slated Tomorrow

S.D. SUN AUG. 19, 1938

Memorial services for five Navy fliers who were killed in the crash of two airboats of Patrol Squadron 5 in San Diego harbor Monday night will be held in the Naval Air Station Chapel, tomorrow, at 10:30 a. m. Chaplain Edgar C. Andrews of the USS Wright, Aircraft Scouting Force flagship, will conduct the rites.

Raymond O. Chrisinger, 26, aviation machinist's mate 3c, died in Naval Hospital yesterday afternoon. He had suffered a fractured left thigh, fractured right leg and shock, and his condition had been aggravated by pneumonia. He is survived by his father, William L. Chrisinger of Winfield, Ia.

Disposition of Bodies

Disposition of the bodies of the remaining victims of the airboat crashes and of the three fliers who were killed on Kearney Mesa, Monday afternoon, in a Douglas torpedo bomber, which spun out of control from an altitude of 3000 feet, will be as follows:

Beryl Thomas McKenzie, Radioman 2c, 21, to be buried in Portland, Ore., home of his father, W. R. McKenzie. The body will be escorted north by his sister, Mrs. Alice Holbert, of 2544 J-st. Mr. McKenzie had been in San Diego only two months while in training for a mass flight of 16 bombers of Squadron VP-5 to Coco Solo, Canal Zone, Aug. 31.

Henry Paul Boeckmann, radioman 3c, 22, who also arrived here from Coco Solo in June, to be buried in Dayton, O., home of his father, Henry Boeckmann. The body will be provided naval escort to Dayton.

Arlington Burial

Lieut. (jg) Clarence E. Kasparek, 28, of 516 I-av, Coronado. The body will be escorted to Arlington National Cemetery by the widow, Mrs. Catherine Kasparek, leaving San Diego Saturday morning. The officer had lived in Coronado three years.

Don Fay Smith, radioman 3c, 19, probably will be buried in San Diego. The youth's father, Oscar Smith, is en route here from Des Moines, Ia., to complete funeral arrangements. Mr. Smith was a local resident since Feb. 25.

Pensacola Rites

Mike Frank Moscicki, aviation machinist's mate 2c, 38, to be buried in Pensacola, home of his wife, Mrs. Willie Mae Moscicki. The body will have a naval escort east. Mr. Moscicki came to San Diego in January from Pensacola.

Ralph Thomas Carter, aviation chief ordnance man, 29, of 4037 38th-st, to be buried in Clyde, N. C. The body will be escorted to North Carolina by the widow, Mrs. Juanita Carter, tomorrow afternoon. Funeral services for Mr. Smith, Mr. Moscicki and Mr. Carter will be held at 10 a. m. tomorrow in Bonham Bros. mortuary.

The body of Frank Freeman, aviation machinist's mate 2c, of 3259 Date-st, was found last night after more than 48 hours of searching in the bay bottom.

Consair Plant To Be Revamped

S.D. Union - 8/10/38

New-Type Plane Will Be Built

The whole equipment of the Consolidated Aircraft plant at Lindbergh field will have to be revamped in the next six months to produce an entirely new model, Reuben H. Fleet, Consolidated's president, announced last night. The factory, however, will retain some 700 men while the work is being done. About 1400 men are now employed.

The company is completing the last of the PBY type planes built for the navy's fleet patrol wings.

Thirty-two of these will be flown to Hawaii by patrol squadrons 1, 4 and 18, in relays of 18, Sept. 6 and early November, and 16 will be ferried to Panama by squadron 5, Aug. 31.

Consolidated still is testing the new $1,000,000 4-motored "flying battleship," which has yet to be given its final trials by a navy board. It is huge, long-range patrol bombers of this type, now being built by Consolidated, Martin and Boeing, that will supplant the twin-motored PBY's. Officials estimate that it will be at least six months before the navy department awards any contracts for the 4-motored patrol bombers.

NEW TEST FOR BIG BOEING PLANE DUE

SEATTLE, Wash., Aug. 23.—New tests of the 74-passenger Boing transoceanic Clipper were scheduled today after the installation of twin rudders in the hope they would allow the giant craft to maneuver on the water with greater stability.

Engineers said the rudders replaced a single rudder and fin. A 41-ton aerial giant, the Clipper, built for use by Pan-American Airways, has made successful flights.

S.D. SUN AUG. 23, 1938

WASH "STAR" 6/7/38

NAVY WILL BUILD 50-TON WARPLANE

Construction Work to Start Soon on Craft With 5,000-Mile Range.

By the Associated Press.

The Navy is ready to start building the world's largest military plane—possibly the largest of any type.

The original model will cost upward of $3,000,000 four times as much as the Army's 32-ton "super flying fortress." Its weight may reach 50 tons, compared to the 41½-ton Atlantic Clipper, the Nation's largest ocean air transport, now being tested at Seattle.

After shielding details for more than a year, the Navy disclosed some facts about the flying patrol boat in asking Congress to double the $1,000,000 appropriated last year for its construction.

The House Appropriations Committee included the sum in the second deficiency bill introduced yesterday. The lowest bid, opened last month, was $2,400,000 without engines or propellers, but officials said they could divert the extra $400,000 from other funds.

Rear Admiral Arthur B. Cook, chief of the Bureau of Aeronautics, said the new plane "will be a very great and important advance over airplanes of the flying boat type now in existence, and its potential naval value is extremely high."

Just how far and fast the craft will go is confidential, Admiral Cook said, but he indicated its range would exceed considerably the 5,000-mile range needed for a non-stop round-trip from San Francisco to Honolulu. The plane will be partially armored and will carry a crew of 10 to 14 men.

It is expected to be the forerunner of a squadron of 15 or more in the next few years. In lots of that number, Admiral Cook said, the unit cost would be about $1,000,000.

BODY OF AIR CRASH VICTIM RECOVERED

S.D. SUN AUG. 19, 1938

The body of Frank Freeman, 28, aviation machinist's mate (2c) who was killed in the crash of a Navy patrol bomber Monday night, was recovered from the bay bottom last night, Aircraft Scouting Force officials announced today. Funeral arrangements will be made at Bonham brothers mortuary.

Mr. Freeman, a native of Kenosha, Wis., is survived by his widow, Doris, and a three-year-old daughter, of 3269 Date-st. He was believed to have been co-pilot of the first of two PBY airboats which fell into the harbor off the National City shore, bringing death to five and injuries to three.

AIRBOAT TESTS START

Final tests on Consolidated Aircraft Corporation's $1,000,000 four-motored bomber were started in San Diego harbor today.

Representatives of the Naval Air Station will check the 25-ton airboat before turning it over to a trial board, tentatively scheduled to leave Washington for San Diego Wednesday. S.D. SUN AUG. 15, 38

44 NAVY PLANES RETURN HERE; HOP FROM SEATTLE NON-STOP

8/7/38 S.D. Union

(Pictures on Page 8, Section A)

Ending summer exercises which took them as far north as Sitka and Kodiak, Alaska, 44 planes comprising Patrol Wing 1 of the scouting force, under Capt. Alvin D. Bernhard, landed at Naval Air station late yesterday, following a non-stop flight from Seattle. Patrol bombers of the latest type, the planes—from squadrons VP-7, 9, 11 and 12—made the trip in 10 hours, through practically every kind of weather. There were clouds, and overcast sky, and surface fog—but once the big flying boats had climbed up over the mists, they had sunshine for practically the entire trip.

At noon, in what Capt. Bernhard described last night as the most beautiful weather he had ever seen, the planes flew over the units of the fleet which were at anchor in San Francisco bay. The bridges, Treasure island, the city itself and the surrounding communities, all were spread out like a huge, colored map below the crews of the big planes. Then, without landing, the wing turned south, with San Diego as its goal. Around 4 they were over San Diego bay.

Return of the patrol wing to its base at North Island brought 80 officers and 200 men back to their homes here. The group left San Diego the morning of June 25, landing the same day at the Sand Point air station on Lake Washington, Seattle. After a brief visit there, they headed seaward again, this time to the northwest, and have been operating in Aleskan waters, as well as from the Puget Sound base.

In command of the flight, Capt. Bernhard made the hop from Seattle to San Diego in plane 12-P-1, flown by Lt. Comdr. T. A. Gray jr., commanding VP-12. Capt Bernhard is chief of staff of the scouting force aircraft.

BIG NAVY BOMBER GETS FINAL TEST

Last-minute check-up before submitting the craft for inspection of a Navy Trial Board were made today of Consolidated's experimental four-motored 25-ton patrol bomber, by Lieut. Comdr. Andrew Crinkley and William Wheatley, Consair chief test pilot.

The trial board, headed by Lieut. Comdr. R. E. Jennings, is slated to begin work tomorrow. Its job is expected to last a month, after which official acceptance of the plane, which cost $1,000,000, is due. S.D. SUN AUG. 23, 1938

S.D. UNION AUG. 17, 1938

Navy Probes 3 Air Crashes Fatal to 7; Pilot Escapes in Emergency Landing

4 Dead In 2 Bomber Crack-Ups; Mass Rites Likely

Two naval boards of investigation were appointed yesterday to delve into causes of the triple aircraft crashes Monday that took the lives of seven naval airmen and injured four. It was the first time in naval aviation history that the traditional fatal three accidents occurred with such startling rapidity. Less than seven hours elapsed between the crashes, two of them on the bay, the other at Camp Kearny.

Piloted by P. Johnson, aviation cadet, a fighting plane from Squadron 4, U.S.S. Saratoga, made an emergency landing at the airport near Del Mar yesterday afternoon. Johnson dived swiftly to the emergency airport when the motor's fuel line clogged. He escaped unhurt, the plane undamaged. Later Johnson flew the ship back to Naval Air station.

Rear Adm. Charles A. Blakeley, commander aircraft, scouting force, announced that Rear Adm. Royal E. Ingersoll, commander Cruiser Division 6, will be president of the special board to determine the cause of the crash of the two long-range patrol bombers of Patrol Squadron 5 off the foot of Twenty-fourth st., National City, Monday night. Other board members include Lt. Comdr. Thomas A. Gray, commanding Patrol Squadron 12, and Lt. Comdr Boynton L. Braun, commander Patrol Squadron 9. Gray is attached to the aircraft tender Langley and Braun to the U.S.S. Wright.

BODY NOT RECOVERED

Vice Adm. Ernest J. King, battle force aircraft commander, appointed Lt. Comdr. A. K. Doyle, commander Fighting Squadron 3, U.S.S. Saratoga, as president of the board to investigate the crash of a torpedo plane from this squadron on Camp Kearny mesa Monday afternoon in which three were killed.

Killed in the accident to the first patrol bomber, which was attempting to land after a short night practice flight, were its pilot, Lt. Clarence Emory Kasparek; H. P. Boeckmann, RM3C, and F. Freeman, AMM2C. The body of Freeman has not been recovered. Trapped in the plane as it crashed and sank, the body later floated free of the wreckage and is believed to have drifted northward along the channel with the outgoing tide.

SIX ESCAPE UNHURT

Killed in the crash landing of the second patrol bomber was B. T. McKenzie, RM2C. Six other members of the crew escaped uninjured.

Injured in the two bomber crashes were:

A. A. Bellamacina, AMM2C, scalp wounds and severe shock.

R. O. Chrisinger, AMM3C, fractured left thigh and fractured right leg.

J. R. Holt, AMM2C, severe scalp lacerations.

G. D. Dawson, aviation mechanic 1c, fractured ribs.

Bellamacina, whose head had been wedged between part of the engine and the plane's bulkhead, was freed when the flying boat turned over.

(Continued on Page 12, Col. 6)

Striking proof that "13" is an unlucky number, Plane 13 being hoisted aboard a navy wrecking barge, the second of two bombers that crashed within a few minutes of each other Monday night near the Destroyer base, killing four and injuring four. The first plane is resting on the barge, its bow caved in.

He was the most seriously injured, but all are expected to recover, it was announced at Naval hospital.

Those killed in the crash of the Saratoga's torpedo plane were Mike F. Moscicki, AMM2C, pilot; Don Fay Smith, RM3C, and Ralph Thomas Carter, aviation chief ordnanceman.

At least three of the fliers killed had been attached to local naval aviation units only a short time. Kasparek, 28, is survived by his wife, who resides at 516 L ave., Coronado. He came here two months ago from Patrol Wing 3 at Coco Solo, C. Z. Boeckmann, 22, resided at Dayton, Ohio. McKenzie, 21, was from Portland, Ore. Moscicki, 28, was from Chicago, and Smith, 19, from Wichita, Kan.

Both the patrol bombers were engaged in night flying operations preparatory to leaving with Squadron 5 on a non-stop flight to the Canal Zone Aug. 31. They crashed within a few minutes of each other. Sixteen Consolidated planes are scheduled to make the flight with Squadron 5. Another flight of 16 long-range patrol bombers attached to Squadron 4 will leave on a non-stop flight to Hawaii Sept. 6.

METAL PIERCES HULL

An investigation of the plane in which McKenzie met his death revealed that the instant the bomber struck the water the hull just beneath the wing was pierced by a jagged piece of metal. This was the section of the plane in which McKenzie was seated at the radio instruments. The theory is that he was struck by a piece of metal, knocked unconscious and then drowned when the plane sank. Other crew members succeeded in leaping to safety.

It was almost a year ago to the day that six men were killed in a Consolidated bomber in almost the same place as was Monday's double accident. On Aug. 24 a patrol bomber of Patrol Squadron 2, also practicing for a flight to Panama landed near the Destroyer base, crashed and sank.

Funeral arrangements for the men killed in the two bombers and the torpedo plane will be announced by Bonham Brothers. It was reported that services for all seven will be held at the Naval Air station Friday.

8TH NAVY PLANE CRASH VICTIM DIES; MEMORIAL RITES SET AT AIR STATION

Bringing the total number of fatalities in the navy's triple aircrash at Camp Kearny and in the bay Monday to eight, R. O. Chrisinger, aviation machinist's mate third class, member of the crew of ill-fated patrol bomber 5-P-13, died yesterday afternoon at Naval hospital.

Three were killed in the crash of a torpedo plane at Camp Kearny and five in patrol bombers 13 and 14 of patrol squadron 5 off the National City waterfront. It was revealed yesterday that the first bomber crashed at 9:14 p. m. and the second airboat a few minutes later. Mute testimony to this effect was adduced from the radio log of plane 13, picked-up from the bay yesterday by a fisherman.

Memorial services for those killed in the two bombers will be conducted at Naval Air station chapel at 10:30 a. m. tomorrow with Chaplain E. C. Andrews of the aircraft carried Wright officiating.

Services will be for the following officers and men: Lt. C. E. Kasparek, B. T. McKenzie, RM2c; Frank Freeman, aviation pilot; H. P. Boeckmann, RM3c, and R. O. Chrisinger. The bodies will be sent today to their homes for burial.

A special board of investigation to determine the cause of the bomber crashes convened at the air station at 10 a. m. yesterday. The board was headed by Rear Adm. Royal E. Ingersoll, commander, Cruiser Division 6. The findings will be sent to the navy department.

The aircraft carriers Saratoga and Lexington, which have been operating off Pt. Loma the last fortnight and whose planes have figured in three mishaps here since Monday, will begin fall gunnery exercises in the San Clemente area next week. The Saratoga is scheduled to return to Coronado Roads Sept. 26 for a brief stay.

S.D. UNION AUG. 18, 1938

S.D. UNION AUG. 26, 1938

14 Navy Bombers to Hop For Canal Zone Wednesday

32 Planes Also Will Make Two Flights to Hawaii

Weather conditions along the 3000-mile airway permitting, 14 twin-motored long-range patrol bombers of Squadron 5, under command of Comdr. Warren K. Berner, will take off between 7 and 9 a. m. Wednesday for a nonstop flight to Coco Solo at the eastern entrance of the Panama canal.

The flight over the international airway is expected to be completed in 20 hours. The aircraft tenders Gannett and Sandpiper will act as plane guards along the west coast of Central America.

A week later, Sept. 6, 16 planes of Patrol Squadron 4, commanded by Lt. Comdr. A. P. Storrs III, of Seahawk fame, will take off for a 2400-mile nonstop flight to Pearl Harbor, Hawaii.

CADETS ASSIGNED

No other long-distance mass flights will be made by the scouting wing forces until November, when 16 more planes are scheduled to be ferried to Hawaii, bringing the total number of squadrons based at the crossroads of the Pacific to nine. Arrival of Squadron 5 at Panama will bring the total number of long-range patrol bombers based there to 46. There are 48 at San Diego and six at Kodiak.

Fourteen aviation cadets who have completed their flight training at Pensacola, Fla., have been ordered to duty with aircraft squadrons of the battle and scouting forces. The cadets and the ships to which they have been assigned are:

James B. Arbes, Bombing Squadron 3, Saratoga; William M. Romberger, Torpedo Squadron 2, Lexington; James F. Patterson, Scouting Squadron 2, Lexington; Charles E. Roemer, Scouting Squadron 2, Lexington; Wade E. Bertram, Bombing Squadron 3, Saratoga; Kenneth P. Hance, Scouting Squadron 3, Saratoga; Paul E. Anderson, Scouting Squadron 3, Saratoga; Maurice E. McGuire, Bombing Squading 4, Ranger; Arthur J. Brassfield, Scouting Squadron 41, Ranger; Charles R. Tassan, Scouting Squadron 5, Yorktown; Lawrence G. Whitcher, Scouting Squadron 6, Enterprise; Thomas A. Aspell, Torpedo Squadron 6, Enterprise, Lloyd E. Parker, Patrol Squadron 9, Wright; Allen R. Waggoner, Patrol Squadron 12, Langley.

Naval authorities here yesterday received a letter from the bureau of navigation setting forth the precedence of naval reserve aviation cadets with other naval personnel. The letter states aviation cadets will rank as follows:

Ensigns, U.S.N., and U.S.N.R.; commissioned warrant officers, U.S.N., and U.S.N.R.; aviation cadets; midshipmen; warrant officers, U.S.N. and U.S.N.R.

(Buffalo Paper)

Saturday, July 23, 1938

Remote East Indies Isle Explored

Radio and Airplane Span Jungles

RICHARD ARCHBOLD

This is the first dispatch received from Richard Archbold since he and five companions flew in a seaplane in June from San Diego, Cal., 8000 miles across the Pacific to join the 1938 New Guinea expedition in The Netherlands East Indies.

By RICHARD ARCHBOLD

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HOLLANDIA, Dutch New Guinea, July 23.—The twin-motored flying boat Guba, flown by your correspondent and manned by a crew of five, made a safe landing and take-off a few days ago at Lake Habbema, a small, isolated body of water at 11,000 feet altitude in the heart of the mountainous section of unexplored new Guinea.

Inhabited by a primitive people, surrounded by almost impenetrable jungles and impassable mountains, this section of the second largest island remained, until the flight of the Guba, a challenge to explorers.

Reconnaissance flights in the vicinity of Lake Habbema revealed a large valley, not previously known and containing many native villages.

From a study of aerial photographs, authorities believe this valley and adjacent ones contain the largest concentration of native population on the entire island.

In the next two or three weeks, about 130 men and three months' supplies will be flown from our Hollandia base camp to Lake Habbema.

We plan to make regular flights from the coast to the advance camp, with fresh provisions, mail and reading material. The camp will be equipped with radio so messages may be exchanged at will.

Small parties will explore the surrounding country, visit and establish friendly relations with natives and collect specimens of mammals, birds and plants.

It may be necessary to drop food or medicine to these small parties when they are far from camp. For this purpose we have about 200 small parachutes, each capable of lowering about 70 pounds without damage.

6 Injured; 3 Planes Involved In Mishap Series

S.D. Union 8/16/38

Bomber Cracks Up In Bay; Mesa Scene Of Earlier Tragedy

In two death-dealing crashes, one at Camp Kearny mesa yesterday afternoon and the other last night in the bay at the foot of Twenty-fourth st., National City, five navy fliers perished and six were injured, two seriously.

Smashing nose first into the bay as the pilot tried a night landing, a giant, new PBY Consolidated-built patrol bomber, with a crew of six, carried two fliers to their death. Four others were saved by heroic rescues. The bodies were taken to Bonham Brothers' mortuary. One dead man was tentatively identified as H. Boeckman, about 23.

SAVED BY YOUTHS, SAILORS

Pulled from the water by four National City youths and two sailors just as the flying boat went under, A. A. Bellamacima, aviation machinist's mate, was taken to Elwyn hospital, National City, and later transferred to Naval hospital. He suffered severe skull injuries, scalp laceration, chest injuries and multiple bruises. Also in serious condition at Naval hospital was R. O. Chrisinger.

The bomber, attached to VP-5 squadron, was practicing night landing, in preparation for a flight to Coco Solo. As the pilot leveled off to alight on the bay, the nose of the plane failed to come up, and the bomber smashed into the water, trapping the occupants.

Four National City boys, Jose Asuma, 8; Alfonso Lopez, 9; Robert Valderamma, 9, and Gabriel Calderon, 8, saw the crash, hopped into a rowboat at the Twenty-fourth st. pier and rowed feverishly towards the scene.

Simultaneously, crash boats of the U. S. S. Rigel, relief ship, and the U. S. S. Wright sped towards the plane. Stationed on a light buoy out in the bay, David Roller and Edmund Kiely, attached to the Wright, and two other sailors began swimming towards the half-submerged bomber.

Three crew members fought their way out of the plane and were picked up by crash boats. Bellamacima, rescued by the National City youths and the four sailors, was the last one out of the plane. One of the engines, showed into the body of the plane by the terrific impact, had pinned Bellamacima's head against the framework, and it wasn't until the plane lurched over and began sinking that he was freed.

Roller, Kiely and the youth pulled him aboard the rowboat, and took him to the Twenty-fourth pier, where he was picked up by an ambulance and taken to Elwyn hospital. The two dead fliers apparently were unable to free themselves from the wreckage and were drowned as the bomber went under water. Roller and Kiely, who suffered from shock and exposure, were taken to Naval hospital.

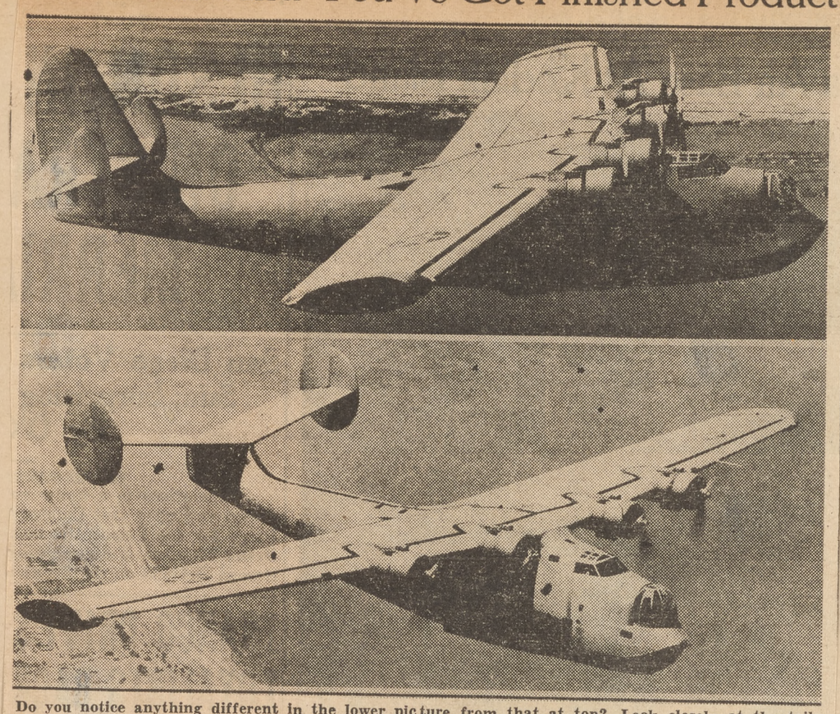
Two navy crash boats, a salvage barge and two other rescue vessels were dispatched to the scene immediately after the crash and soon recovered the two bodies. Salvage operations continued throughout the night.

Another patrol bomber, also carrying a crew of six, almost crashed as it landed a few seconds after its sister ship. Landing in almost identical fashion as the bomber which crashed, the ship headed nose first into the water, but the pilot managed to right her before she went under.

Two mysteries confronted officials investigating the crash on Camp Kearny mesa: First, the cause of the crash and, second, failure of the doomed fliers to resort to their parachutes.

The dead were Mike Frank Moscicki, pilot, aviation machinist's mate 2c; Don Fay Smith, radioman 3c, and Ralph Thomas Carter, aviation chief ordnanceman.

Add 2 Fins And You've Got Finished Product



Do you notice anything different in the lower picture from that at top? Look closely at the tails in both photos, and you'll see how an engineering problem was successfully solved by Consolidated aircraft Corp. and the Navy. Eight months ago, Consolidated launched its four-motored plane with a single rudder. Later two fins were added, as shown in top photo. Today, the bomber, almost ready to turn over to the Navy, has twin circular rudders, at the ends of stabilizers meeting at a seven-degree dihedral angle.

S.D. SUN + + Aug. 21, 1938

New-Fangled Tail Brings Navy Bomber To Perfection

The tail of an airplane may be a humble thing, but when you've spent $1,000,000 in the construction of an airboat and you're not completely satisfied with its performance, one of the first places you look for improvement is at the "stern."

XPB2Y-1, the four-motored "battleship of the air" which is considered the most powerful Navy bomber in the world.

Last December, the craft, in the development of which Consolidated and the Navy had spent a cool million dollars, was launched in San Diego bay. Tests were conducted continuously thereafter. Officials of the Navy and the aircraft plant felt that the peak of the plane's efficiency had not been reached. So they set about revamping the ship in several vital places—most important of which was the tail.

Tomorrow, eight months after the 25-ton experimental plane was first wheeled into the bay, final trials will be started on an airboat whose designers claim it is now without an equal among heavy planes anywhere for stability in the air and on the water.

And the tail, first of its kind in Colsolidated's history, has a lot to do with this new-found excellence of performance.

Two Fins Added

The metamorphosis of the XPB2Y-1's tail is indicative of American engineering's quick adaptibility. The tail at first was characterized by a single rudder design, with the rudder in the center. To gain more directional stability, two small fins were installed, one on each side of the rudder.

When the problem remained unsolved, Consolidated and Navy engineers decided a whole new tail would be the only solution. In hardly any respect does the four-motored plane's present tail assembly resemble the original design.

Circular Rudder

The stabilizers now are constructed at a dihedral angle of seven degrees instead of lying horizontally, and on the end of each stabilizer is a circular rudder. When it finally was completed and installed, Consolidated executives crossed their fingers until they heard from Chief Test Pilot Bill Wheatley as to how the bomber performed with is new tail. The report was highly satisfactory, and as a result the airboat finally is ready to be turned over to the Navy.

This week's tests will be made for the benefit of the Naval Air Station commandant, who will be represented by Lieut-Comdr. Andrew Crinkley. When the ship meets with his approval, it will be placed under the scrutiny of a Navy Trial Board, headed by Lieut.-Comdr. R. E. Jennings, which has just arrived here from Washington, D. C.

14 PLANES ON CANAL FLIGHT

S.D. Sun — 20 Aug. 1938

The crash of two airboats of Patrol Squadron Five in the bay last Monday night, resulting in death to five and complete destruction of the planes, probably will not cause postponement of the non-stop mass flight from San Diego to the Canal Zone tentatively scheduled for Aug. 31.

Go On Schedule

This was revealed today by Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, who declared:

"Because of last Monday's accident, only 14 instead of the originally planned number of 16 will make the delivery trip which, as far as I know, will take place as scheduled."

Patrol Squadron Five has been training at North Island for several months for the hazardous 3190-mile flight.

16 Hop Later

Had it not been for the airboat crashes, the squadron would have set a record in the number of planes attempting this hop. Last December, 14 bombers were "ferried" from San Diego to Coco Solo by 98 officers and men.

One week following the Canal Zone flight, Patrol Squadron Four is slated to fly 16 bombers from San Diego to Pearl Harbor.

S.D. UNION Aug. 24, 1938

Archbold Deserts Plane for Climb

News that Richard Archbold, American Museum of Natural History, research associate, who flew from San Diego to Hollandia, New Guinea, in his Consolidated-built "flying laboratory" in June, is climbing 12,000-foot Mt. Wilhelmina, was received yesterday by short-wave radio.

The mountain, 300 miles in the interior of New Guinea, is 75 miles northwest of Lake Habbema, where Archbold has established his main base.

Archbold is leading a party of scientists to the top of Mt. Wilhelmina to obtain specimens of bird and animal life.

CONSAIR CIO UNION URGES NATIONALIZED AIRPLANE INDUSTRY

S. D. Labor Group Submits Resolution To Roosevelt With Approval Of State Convention

S.D. Sun — 8/22/38

San Diego CIO aircraft workers today submitted a resolution to President Roosevelt asking him to consider nationalization of the airplane industry to prevent profiteering.

The resolution bore the approval of the California State convention of the CIO, which ended in Los Angeles last night after a two-day session attended by 415 delegates from 30 Committee for Industrial Organization unions in the state. Approximately 20 represented San Diego CIO locals.

Proposed By S. D. Group

The plea to President Roosevelt was proposed by San Diego Aircraft Local 506, United Automobile Workers of America, and referred directly to the situation at Consolidated Aircraft Corp., where the payroll has been drastically cut within the past year as the backlog of orders, which once reached a peak of $19,000,000, diminished.

The resolution follows:

WHEREAS, Local 506 feels maladministration and abuses in the aircraft industry have become chronic; and,

WHEREAS, government ownership and operation of the aircraft industry would:

"1. Eliminate profiteering during time of war.

"2. Stop the present exorbitant profit-milking by private manufacturers who enter into collusive competitive bidding.

"3. Stabilize the industry's workers who are at this time in the same position as the migratory workers because of recurrent series of unemployment, and because the workers must drift from plant to plant.

"4. Lighten the relief and WPA loads which are needlessly weighed down by the unemployed aircraft worker, who is forced to accept relief while awaiting the allotment of contracts and rehiring.

"5. Make possible the building of more and better planes per tax dollar spent by the government

Turn to Page 3, Col. 3

Consair CIO Union Urges Nationalized Air Plants

(Continued from Page 1)

through increased efficiency of plants and workers.

"6. Retain the skilled type of workman who is deserting the aircraft industry because of low wages, insecurity and an extremely small possibility of advancement and recognition.

"7. Stimulate permanently local business through an established payroll. At present, local business men are feeling the loss of work by the man in the industry. An example of this may be seen by layoffs in the Consolidated Aircraft Corp., San Diego. In 1937, this plant hired 3600 men as compared with 700 working in August, 1938. The plant has no orders in sight and has issued statements that the men will not be able to return to work for nine months. The number of relief applicants from this plant is growing at an alarming rate. Many of the men are San Diego residents, stranded in San Diego, unable to do anything. Consolidated workers have a tremendous effect upon business because airplane manufacturing is the only mass production industry in this region. Consolidated has a payroll which, in total, amounted to three times that of the second and third largest industries combined. The mass layoffs at this plant have been felt in every business, both wholesale and retail. Credit has been denied any employe of the plant whether employed or unemployed.

"8. Give the aircraft worker a feeling of security and independence and a decent wage, which has never been his good fortune to possess at any time. Aircraft wages have always been the lowest in the nation in proportion to the amount of skill involved.

"THEREFORE, be it resolved, that Local 506, U. A. W. A., feels that it should be the duty of the President of the United States to inquire into every possible means of nationalizing the industry as the people of the United States are one mass against the profiteering of aircraft and munitions manufacturers during the time of peace as well as war;

"And, be it further resolved, that the California CIO state convention go on record to support the nationalizing of the aircraft industry or government ownership and operation of said industry; or, in event of such being an immediate impossibility, we propose the setup of an aircraft factory under governmental agency to be used as a yardstick for the industry."

AFL Pact Urged

In another resolution adopted by the convention, peace and unification with the AFL was urged. All labor unions were urged to "establish and maintain unity on every possible issue, both economic and political."

The LaFollette congressional Civil Liberties committee was asked to investigate the Associated Farmers of California, which the delegates claimed is "sponsored by banking interests and big business" to "beat down labor wage scales in the rural areas." The Dies committee was called upon to cease "harrassing Harry Bridges and turn its attention to Henry Ford, who was recently decorated by the Nazi party."

Longshoremen Rally

Longshoremen, who outnumbered other groups of delegates, backed up Bridges. When Bridges called for the question without debate, there were shouts of "gag rule" and some delegates stalked out, but returned when he reopened discussion.

Izac Asks Aid

At the request of the San Diego aircraft union, Rep. Ed V. Izac has written to WPA Administrator Harry Hopkins asking whether the relief organization would consider setting up a project to employ laid-off Consolidated workers. No answer has yet been received from Washington.

Other resolutions objected to state relief camps which were likened to Hitler's labor camps; favored WPA expansion among white collar workers; urged a Japanese boycott.

Delegates Walk Out

A dispute over voting procedure, with smaller unions lined up against Harry Bridges' longshoremen, flared so bitterly that some delegates walked out in a huff. The issue was electing nine vice presidents to serve on the executive committee of the new state industrial council with Phillip M. Connelly, president of the Los Angeles Newspaper Guild, the unanimous choice for president.

Smaller unions supported the majority report of the constitution committee recommending selec-

S.D. Union 9/1/38

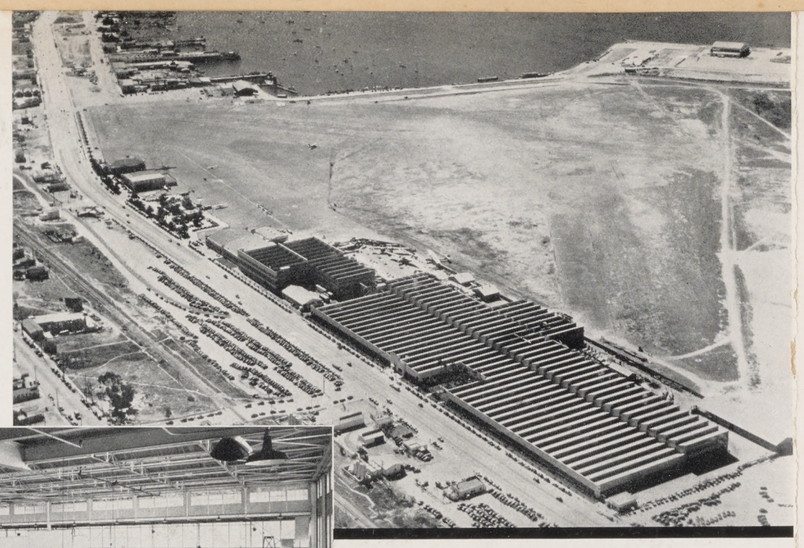
Giant Bomber To Receive Test Over S. D. Today

Lt. Comdr. Arthur L. Crinkley, member of the navy's crack team of fliers who participated in the international seaplane races for the Schneider cup off the Isle of Wight several years ago, will be at the controls of Consolidated's $1,000,000 "flying battleship" when it receives its final acceptance tests over San Diego beginning today.

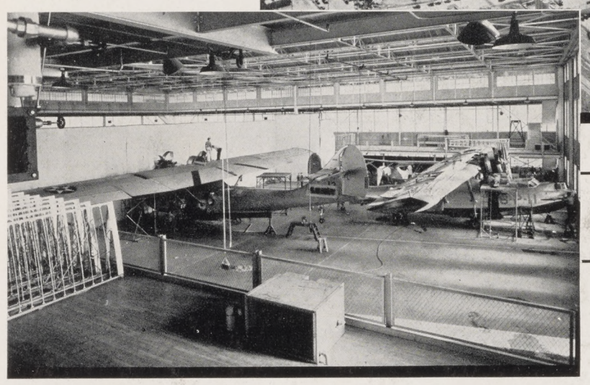
Associated with Crinkley as a member of the navy trial board, which will determine whether the huge 4-motored, 25-ton craft is acceptable to the navy, is Lt. Comdr. R. E. Jennings, attached to the office of naval operations, navy department.

Consolidated officials await the outcome with much interest, as success or failure of the "flying battleship" in meeting navy department approval will mean the loss or securing of contracts totaling several million dollars, it was reported yesterday.

The long-range bomber, said to be the heaviest armed craft of its type in the world and capable of extending the navy's bombing radius to more than 4000 miles, is designed to supplant the present PBY type twin-motored planes.



Consolidated's plant on San Diego Bay from the air. It is one of the largest and most modern aircraft manufacturing factories in the West



(Below) A glimpse inside the Consolidated plant; two Navy PBY flying boats in the foreground, of the type which have helped make aviation history during the past few years

BY APPOINTMENT TO UNCLE SAM

One of the largest manufacturers of military airplanes in the U. S., Consolidated Aircraft of San Diego is celebrating its fifteenth birthday this year. This year, also, Shell marks almost three continuous years of supplying Consolidated Shell Aviation Gasoline with which its planes are test flown and delivered.

TWELVE NAVY FLYING boats today completed a 2553 mile flight from San Diego to the Pearl Harbor Naval base near Honolulu in 21 hours and 43 minutes."

Last year, and for several years previous news of this and other mass Navy long distance hops made headlines and aviation history. These great overwater flights are a tribute to U. S. Navy efficiency and personnel. They are also a noteworthy tribute to the flying ships that made them —and to the men who made those ships. Now, the Navy airboats that so easily, almost casually completed these record breaking flights were Consolidated Patrol Bombers—PBY's in the Navy's numerical classification.

They are truly magnificent airplanes; one of the important reasons why the world bows to American leadership in aircraft design and production.

Since an airplane is no better than the men who design and build it, it's logical to start with the man behind Consolidated Aircraft—Major Reuben H. Fleet.

In the fall of 1922, Major Reuben H. (for Hollis) Fleet had enough of the Army. Just thirty when the U. S. entered the war, he won the rating of junior military aviator at San Diego in 1917; became officer in charge of flying at Mather Field (Sacramento); executive officer in charge of training in the office of the Chief of Air Corps; contracting officer for the Air Corps and business manager of McCook Field.

A business career, however, held out possibilities of a greater future to an ambitious young man so Uncle Sam received a Major's resignation and industry welcomed a new recruit.

In 1923, Major Fleet organized the Consolidated Aircraft Corporation, capitalized at $25,000 and started building training planes for the Army in a modest way in Rhode Island. The training planes were good and the Army ordered more. The Navy became interested and bought Consolidated training planes—the birth of Consolidated's long and successful association with the Navy. As business expanded, need arose for more plant space, and the young company moved to Buffalo, N. Y., where it continued to build planes until 1935 when Consolidated opened its big plant in San Diego.

During the years in Buffalo Major Fleet and his associates in Consolidated made rapid strides in plane building. In 1927 the first of the long line of Consolidated flying boats took form on the drawing board of the firm's engineers and the success of these Naval air cruisers as the years passed demanded a new and larger base of operations. So in 1935 the San Diego move was made. Here for the first time, the company found itself in a position where it seemed possible to build a plant to house the business, rather than fitting the business into ready made quarters.

The matter of arrangement of the new plant was the subject of careful study for two years. Planned by Consolidated executives, the layout of the new factory embodied all the elements of continuous flow production from raw material to the end of the final assembly line.

The size and complexity of present day aircraft is such that no one man is capable of mastering all the detail involved. Consequently the production of a satisfactory article is dependent on engineering specialists handling the separate components of the design. Construction and assembly of the various parts of the plane are done in different departments, all flowing smoothly toward final assembly.

Realizing that the success of any organization is inseparably bound up in satisfied personnel, Major Fleet has kept his men happy, given them the benefits of his leadership, allowed them comparatively free reign in their jobs. It is not surprising then to find 10 and 15-year employees still at their life-work, encouraged in promotions gained by devotion to the task at hand.

Thus in unpretentious surroundings and in a modest way Consolidated Aircraft Corporation achieved its start. Today, after 15 years of ladder climbing it can look back on a record of real achievement. It has built over 2000 airplanes which have flown over 615 million miles. And those who know Major Fleet know that's only the beginning. America's future is in the air and Consolidated Aircraft, for one, is going to see that that future is well taken care of.

Major Reuben H. Fleet, founder and head of Consolidated Aircraft Corporation greets one of his "oldtimers"

AUG. 26-1938

THE EVENING TRIBUNE, San D

Tiniest Plane Off for Cleveland Races With Three Amity Envoys From San Diego; Trio To Extend Bids to 1942 Air Show Here

'Flaggship' 3 Feet, 10 Inches Tall; Entering 4 Events

Three San Diego "goodwill air ambassadors," taking with them the smallest plane entered in the Cleveland national air races, left here today for Cleveland to invite the participants and guests at the races to visit San Diego in 1942 when an air show and water carnival will be held as part of this city's quadricentennial celebration in observance of the 400th anniversary of Cabrillo's arrival here. The three are Walter McClain, instructor of the San Diego Flying club and a pilot for 12 years, and L. M. McCannon and Lionel Machado, two of the five builders of the miniature craft.

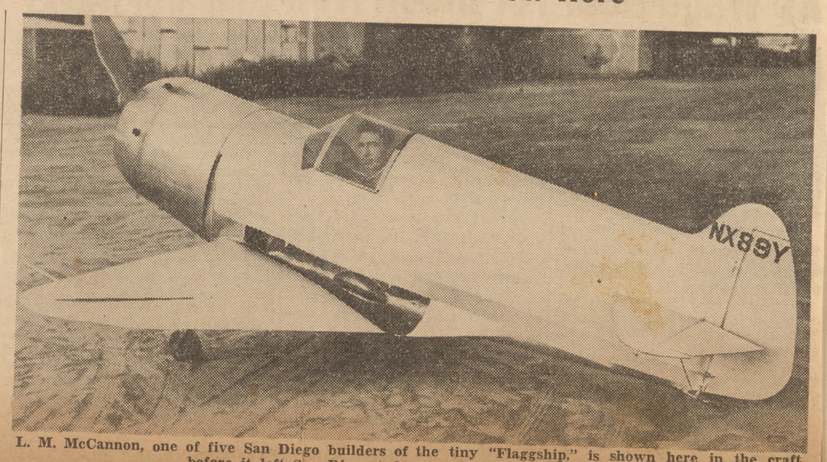
Standing only 3 feet, 10 inches tall, the plane, which has been christened "San Diego Flaggship," will be entered in four events at the Cleveland races, which will be held Sept. 3-4-5. New records will be sought in the 100-kilometer and 500-kilometer races, and the craft is also to participate in the 200-mile Louis W. Grove trophy race and the 300-mile Thompson trophy race. McClain will be pilot.

Going East in Trailer

The plane is being taken east in a trailer. It was designed by C. C. Flagg, employe of Consolidated Aircraft Corp. Its builders, in addition to McCannon and Machado, are Joseph Sturgess, Herbert Jewell and Young McClure, also all Consolidated employes.

Just before leaving for Cleveland the plane was decorated with blue and gold letters—"San Diego Flaggship—Aviation Capital of America." The trip, for which $300 was allocated by the city council, is sponsored by the junior chamber of commerce.

Although the plane is only 12½ feet in length and weighs only 430 pounds it is reported to have a top speed of 235 miles an hour. It is powered by a 90-horsepower Pobjoy engine. Its wing spread is 13 feet.



L. M. McCannon, one of five San Diego builders of the tiny "Flaggship," is shown here in the craft before it left San Diego today for the Cleveland air races.

CONSOLIDATED PLANES

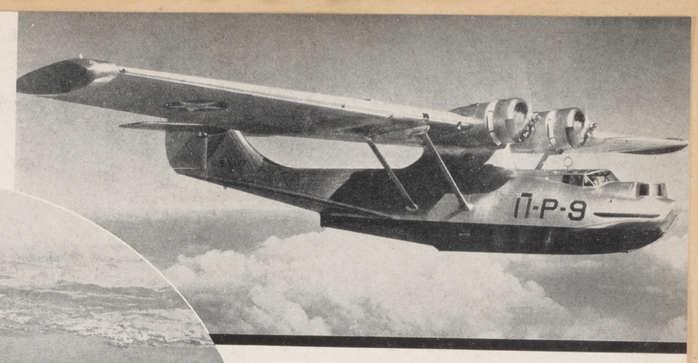
Past, Present and Future

(Above) The type of plane first manufactured by Consolidated back in 1923—a PT 1 Army trainer, rugged, easy to fly, dependable. It was this type of ship which first helped to make the firm's reputation

(Right) The "Commodore," twin motored flying boat (about 1930) a famous Consolidated model used by Pan-American Airways on their West Indian run, and in military form by the Navy. Many of these rugged air boats are still in active service

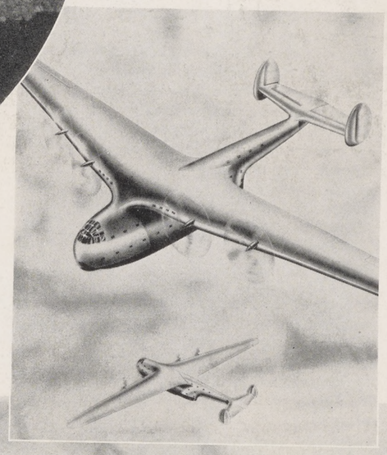
(Right) Consolidated's latest creation, a veritable battle cruiser of the clouds, the XPB2Y1 in flight over San Diego Bay

(Left) Three Consolidated Navy PBY's homeward bound after a patrol flight over Hawaiian waters. They were flown from San Diego to Honolulu in spectacular non-stop group flights without a hitch; magnificent testimony to the efficiency of both men and airplanes

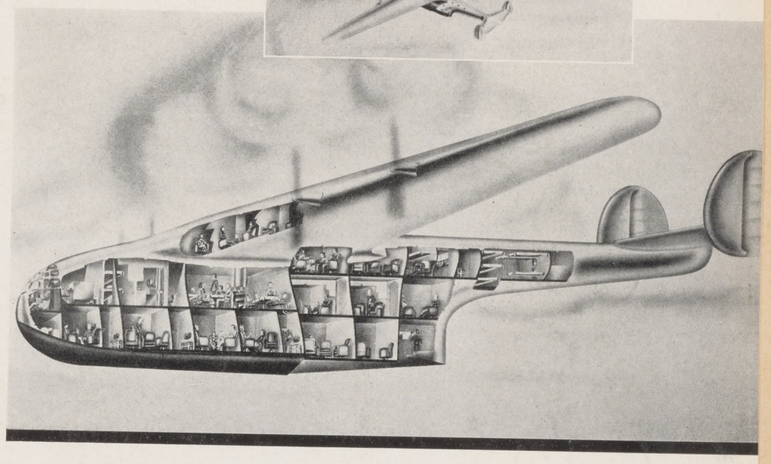


A beautiful action view of a Navy Consolidated PBY patrol bomber. Ships of this type made the famous massed long distance flights from San Diego to Hawaii in 1937 and from the Canal Zone to San Diego—unequaled in the annals of naval flying. (Official U. S. Navy Photo.)

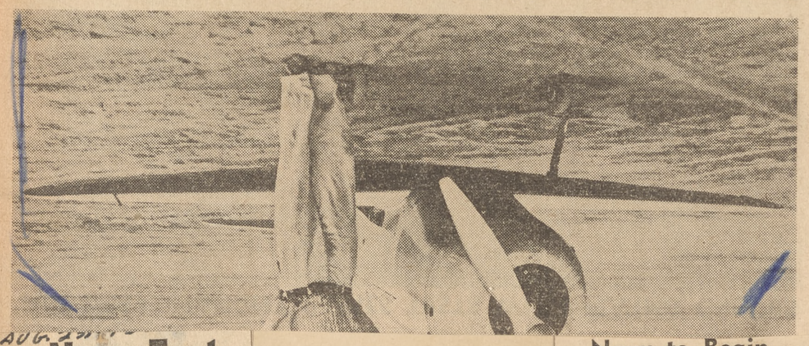
(Circle) A Consolidated PBY type flying boat over Boulder Dam and Lake Mead. PBY boats have set an enviable record in civil aviation also. Sir Hubert Wilkins, noted Arctic explorer used a PBY in hunting the lost Russian flyers in the Polar wastes last year



Late in 1937 Pan American Airways invited major U. S. plane manufacturers to submit preliminary plans for a monster commercial ocean crossing plane capable of carrying 100 passengers and a crew of 16 into the sub-stratosphere and developing between 200 and 300 m.p.h. Four firms responded, and this is Consolidated's answer to the challenge. It would weigh over eighty tons, have a wing spread of 194 feet, be over 30 feet in height. Several cabins are built in the gigantic center wing section. Fantastic? Authorities say such a ship, or one like it, is practically a certainty within three or four years



A cross section of the 100-passenger, ocean-crossing liner of the air. Note the three decks, wing cabins, wing enclosed motors, and other construction details of the giant flying boat



This midget of the airlanes, named the "Flaggship" in honor of its designer, C. C. Flagg, went through a recent test flight so successfully that the owners mayenter it in the Cleveland National air races Sept. 3, 4 and 5. Capable of attaining a speed of 235 miles an hour, the plane was built here by a group of Consolidated Aircraft Corp. employes. Best de it is L. M. McCannon, one of the builders.

For Navy Tests

A giant flying boat built by the Consolidated Aircraft Corp., estimated to be capable of a 5000-mile flight to patrol or bomb, today was ready for tests by the United States navy. The aircraft company yesterday completed the company's final demonstration tests of the $1,000,000 craft and turned it over to the navy.

Rigid inspection and test flights for the next week or longer are ahead of the four-motored "air dreadnaught" before the navy accepts it as perhaps the most powerful unit of the navy airforce.

Specifications of the plane, which resembles the transpacific clipper ships, are closely guarded naval secrets, and officials of Consolidated Aircraft Corp., which built it, refused to elaborate on the test flights.

Executives said they were more than satisfied with the way the plane performed in flights over the city, but beyond that they would not comment.

Today, Lt. Comdr. Arthur L. Crlinkley expects to pilot the plane, which has sleeping accommodations for a crew of eight but reportedly will carry 16 on duty flights.

The plane was designed to supplant the present twin-motored PBY type bombers, many of which have been flown more than 2500 miles from here to Hawaii, and over 3000 miles to Coco Solo, C. Z.

Observers made the following estimates: Engines, 1050 horsepower each; wingspread, 115 feet; height, on beach landing gear, 22 feet; top speed, 240 miles an hour, weight 30 tons; range 5000 miles.

Armament of the new fighter also was a secret, but reports said it would be protected by large caliber machine guns in the turret nose, turret tail and fuselage, top and bottom, permitting destructive fire in any direction.

If the 5000-mile range is correct, the craft could carry a devastating load of bombs, drop them on an objective more than 2000 miles away, and return to its base non-stop.

A galley, rest rooms and other features for comfort on long flights are installed in the craft.

PILOT'S SKILL AVERTS NAVY PLANE CRASH

Scout-Bomber Landed On Bay With 'Dead' Motor

"The engine sounded as if a lead sledge-hammer had suddenly hit it."

This was how Lieut. (jg) Robert B. Moore, of Squadron VS-42, today described what might have developed into another Navy aviation tragedy last night.

Engine Goes Dead

While over the harbor entrance channel last night a terrific burst of flame shot out from under Lieut. Moore's scout-bomber. The engine went dead.

Overcoming his momentary shock, Lieut. Moore piloted the "dead" plane in a steady glide into the bay, landing about one-half mile from where the Navy tanker USS Neches was anchored.

Immediate Action

Action was instantaneous aboard the Neches. Launches, filled with rescue crews were sent immediately. Huge searchlights from the vessel illuminated the entire area.

The flotation gear kept the plane afloat, enabling Lieut. Moore and his passenger, Harold Stang, seaman 1c, to escape. They were taken aboard the Neches' boats uninjured.

Bomber Sank

The scout-bomber sank and salvage operations by the Naval Air Station's crash barge, the "Mary Ann," were resumed this morning.

Among the civilians who saw the accident was P. A. Giraud, of 3120 Goldsmith-st. He was on the front porch of the San Diego Yacht Club when the "explosion" occurred.

Pilot Lauded

"What looked like an unusually bright backfire flash shot out from under the plane," he said today. "Then there was a sound similar to an explosion, and the plane, its engine dead, came down under complete control. The pilot did a beautiful piece of work."

Last night's mishap was the third engine failure resulting in a Navy plane's forced landing this week. Last Monday a craft of Squadron VS-41 plunged into the ocean 10 miles west of Point Loma and Tuesday morning, a dive bomber of Squadron VB-4 fell into Sweetwater Lake. There were no injuries in either of these accidents.

Navy to Begin Acceptance Trials

More than meeting expectations, according to plant officials, Consolidated Aircraft Corp.'s giant four-engined patrol bombing plane yesterday was put through final company flying tests by William B. Wheatley, test pilot.

The air dreadnaught for the next week will undergo rigid inspection and air tests before final acceptance by the navy. Lt. Comdr. Arthur L. Crinkley, navy trial board member, will be at the controls.

PERFORMANCE SECRET

Because of naval secrecy, performance details of yesterday's flight were not revealed. Installation of a new tail structure featuring double rudders eliminated minor faults noted when the ship first was tested several months ago.

The craft is one of the world's most powerful fighting machines. While no official specifications of the air giant ever have been made public, expert observers have made the following estimates: Engines, 1050 horsepower each; wing span overall, 115 feet; length overall, 80 feet; height, on beach landing gear, 22 feet; range, 5000 miles, loaded; top speed, 240 miles an hour; weight, 30 tons.

Secrecy also shrouded the plane's armament. Authorities have said that the ship will be protected by machine guns of large caliber mounted in the turret nose, turret tail and fuselage, top and bottom, permitting rapid, effective, long-range firing in any direction.

CARRIES CREW OF 16

A crew of 16, it was reported, will man the craft on duty flights. Sleeping accommodations are provided for half that number and the plane is equipped with a galley, restrooms and other features for comfort on long flights.

The Consolidated plant has been revamped to put the newer and larger ships into production immediately, it was said.

Here with Crinkley as a board member is Lt. Comdr. R. E. Jennings, office of naval operations, navy department. On completion of the tests, Crinkley and Jennings will submit reports and recommendations to the navy department, it was said.

Consair to Revamp Plant for New Ships

San Diego, Aug. 11—With the last of the Navy's orders for PBY patrol bombers nearing completion, extensive changes in Consolidated Aircraft Corp.'s plant here are announced for the next six months in preparation for production of a new model. Maj. Reuben H. Fleet, president, said the firm will install eight air driven drop hammers, four of which will be the largest in the industry. Another large hydraulic press, of 2,000 tons capacity, also will be added. The payroll, now totaling 1,400, will be reduced gradually to about 700 during the alterations.

Thirty-two of the PBYs will be flown to Hawaii by patrol squadrons 1, 4, and 18 in relays of 18 on Sept. 6 and early in November, and 16 will be ferried to Panama by squadron 5 on Aug. 31.

Consair's giant 25-ton four-motored, long range patrol bomber on whose engineering the firm and the Navy have spent about $1,000,000, is awaiting its final trials by a Navy board here late in August. It will compete with another four-motored bomber built by Sikorsky Aircraft Division of United Aircraft Corp. for a five to 10 plane contract.

Navy Tests Continue On 4-Motor Plane

Test flights of the navy's new 4-motored "flying battleship," which started last week with Lt. Comdr. Arthur Crinkley at the controls, will be conducted for several more days.

Data on various tests will be assembled and forwarded to the bureau of aeronautics.

Consolidated Aircraft officials said yesterday 33 airboats of the PBY-4 type are to be delivered to the navy as soon as they are completed. According to present navy department plans the planes will be stationed at the fleet air bases at Sitka and Pearl Harbor.

S.D.-Honolulu Fliers Start 'Happy Landing' Flight

Wives, relatives and friends lined the sea wall at the Naval Air station seaplane ramp at North Island yesterday to wish "happy landings" to crews of 17 giant patrol bombers of Patrol Squadron 4 before their take-off on a non-stop mass flight to Pearl Harbor, T. H. Upper, the plane of Lt. (jg) B. M. Strean is aided over side by beaching crews. Lower, Lt. (jg) H. T. Johnson lifts his heavily loaded craft into the air after a run down the bay. Each plane carried a crew of seven.

14 Navy Bombers to Hop For Canal Zone Wednesday

32 Planes Also Will Make Two Flights to Hawaii

Weather conditions along the 2000-mile airway permitting, 14 twin-motored long-range patrol bombers of Squadron 5, under command of Comdr. Warren K. Berner, will take off between 7 and 9 a. m. Wednesday for a nonstop flight to Coco Solo at the eastern entrance to the Panama canal.

The flight over the international airway is expected to be completed in 20 hours. The aircraft tenders Gannett and Sandpiper will act as plane guards along the west coast of Central America.

A week later, Sept. 6, 16 planes of Patrol Squadron 4, commanded by Lt. Comdr. A. P. Storrs III, of Seahawk fame, will take off for a 2400-mile nonstop flight to Pearl Harbor, Hawaii.

CADETS ASSIGNED

No other long-distance mass flights will be made by the scouting wing forces until November, when 16 more planes are scheduled to be ferried to Hawaii, bringing the total number of squadrons based at the crossroads of the Pacific to nine. Arrival of Squadron 5 at Panama will bring the total number of long-range patrol bombers based there to 46. There are 48 at San Diego and six at Kodiak.

Fourteen aviation cadets who have completed their flight training at Pensacola, Fla., have been ordered to duty with aircraft squadrons of the battle and scouting forces. The cadets and the ships to which they have been assigned are:

James B. Arbes, Bombing Squadron 3, Saratoga; William M. Romberger, Torpedo Squadron 2, Lexington; James F. Patterson, Scouting Squadron 2, Lexington; Charles E. Roemer, Scouting Squadron 2, Lexington; Wade E. Bertram, Bombing Squadron 3, Saratoga; Kenneth P. Hance, Scouting Squadron 3, Saratoga; Paul E. Anderson, Scouting Squadron 3, Saratoga; Maurice E. McGuire, Bombing Squading 4, Ranger; Arthur J. Brassfield, Scouting Squadron 41, Ranger; Charles R. Tassan, Scouting Squadron 5, Yorktown; Lawrence G. Whitcher, Scouting Squadron 6, Enterprise; Thomas A. Aspell, Torpedo Squadron 6, Enterprise, Lloyd E. Parker, Patrol Squadron 9, Wright; Allen R. Waggoner, Patrol Squadron 12, Langley.

Naval authorities here yesterday received a letter from the bureau of navigation setting forth the precedence of naval reserve aviation cadets with other naval personnel. The letter states aviation cadets will rank as follows:

Ensigns, U.S.N., and U.S.N.R.; commissioned warrant officers, U.S.N., and U.S.N.R.; aviation cadets; midshipmen; warrant officers, U.S.N. and U.S.N.R.

Y CUTS TIME OF HAWAII HOP M S.D. TO 17 HOURS, 17 MINUTES

er a recheck of figures, the navy department at Washington, oday set the official time for the newest San Diego-Honolulu p mass flight at 17 hours, 17 minutes, more than three hours than the navy's previous mark for a similar trip of 20 hours, set Jan. 18-19.

The flight, which began here yesterday afternoon and ended at Pearl Harbor just before dawn today, was the seventh such "routine delivery" of aircraft to Honolulu or the Canal Zone. The navy's record for the flight to the Canal Zone is 22 hours, set Dec. 8-9, 1937.

The first air delivery to Honolulu was undertaken in June, 1934, from San Francisco, when six naval flying boats flew the distance non-stop in 25 hours, 15 minutes. S.D. TRIBUNE 9/7/38

NAVY BOMBERS REACH PANAMA

14 S. D. Planes At Coco Solo After Re-fuel Stop

Fourteen Navy bombers which took off from San Diego for the Canal Zone Wednesday morning arrived at the Coco Solo Fleet Air Base at 11:20 a. m. (PST) today, the Aircraft Scouting Force flagship Wright was notified at North Island.

The squadron had been forced down early yesterday at Gulf of Fonseca after several hours of bucking strong headwinds had cut down its fuel supply. They left at 5:43 a. m. on the 580-mile final lap, and actual flying time for the 3100-mile San Diego-Coco Solo trip was 26 hours, 40 minutes.

The aircraft tender Thrush refueled the planes at the Gulf of Fonseca throughout yesterday. More than one-third of today's trip was over Nicaragua jungle country and the largest inland water body of Central America, Lake Nicaragua.

S. D. Planes Set Speed Mark To Hawaii; 17 Hours, 17 Min.

S.D. UNION SEPT. 6, 1938

17 Bombers Land Before Dawn; Weather Perfect

Clipping off the 2150 miles between Pt. Loma and Diamond Head in 17 hours, 17 minutes, 17 planes of Patrol Squadron 4, Lt. Comdr. A. P. Storrs commanding, set a speed record yesterday from San Diego to Hawaii.

The flight bettered by more than three hours the former navy record of 20 hours and 30 minutes and eclipsed the 18-hour 7-minute mark made by Richard Archbold, scientist, in the Guba June 3.

The great bombing planes, bearing 119 men, glided down upon Pearl Harbor before dawn, after flying in mass formation throughout the night, The Associated Press reported.

FEW SEE ARRIVAL

Only 100 spectators, and they mostly relatives of the fliers or air base attaches, witnessed the end of the flight—officially described as a routine transfer of patrol bombers.

The big seaplanes left San Diefo yesterday afternoon.

"We had no trouble at all," said Storrs. "They are beautiful planes to fly. I am not tired, although I have been up all night. This is a lot different than stunt flying."

The fastest time flown, said Lt. A. L. Truslow, navigator of the leading plane, was 160 knots, and the average 145 knots.

PRAISE FOR CREWS

Perfectly timed, perfectly executed.

In these four words naval aviation authorities at North island expressed their admiration for the record-smashing flight.

While praising the flight personnel for a remarkable exhibition of airmanship, naval aviation officials stressed the importance of the weather reports flashed from the plane guard ships scattered along the flight route.

Their combined meteorological reports resulted in speeding up the flight 24 hours to take advantage of virtually perfect flying conditions.

Arrival of Patrol Squadron 4 at Pearl Harbor brought the total number of Consolidated bombers ferried to the crossroads of the Pacific since January, 1937, to 59. In the same period 40 have been delivered to Panama.

S. D. BOMBERS GET SURPRISE FLIGHT ORDER

S.D. SON SEPT. 6, 1938

Weather Conditions Ideal On Route To Hawaii, Admiral Radios

A surprise order from Rear Adm. Charles Blakely, commander of Aircraft, Scouting Force, today directed 17 Navy patrol bombers to take off for Pearl harbor at once instead of tomorrow.

The message advising to start the flight "as soon as practicable" today, came from the USS Wright on which Adm. Blakely is en route to Honolulu.

Lieut. Aaron Storrs, commanding Patrol Squadron 4, ordered the planes into the air soon after 1 p. m. for the non-stop flight to Pearl Harbor.

Weather Ideal

Adm. Blakely radioed that weather conditions appeared certain to be ideal for the next two days and recommended an immediate departure.

The planes had been secured at North Island since last Friday. Only fueling of the airboats was necessary to prepare them for the 2570-mile transpacific flight.

No Confusion

Although the order from Rear Adm. Blakely caught the flight crews of 119 officers and enlisted men unaware, no confusion resulted and the bombers were immediately made ready for the delivery trip, expected to take about 18 hours.

(Continued From Page 1)

In addition to the Wright, other plane guard ships stationed along the flight route, are the San Diego destroyers Simpson and Craven, and the Pearl Harbor warships Sicard and Litchfield. They have been submitting weather data and will serve further as rescue ships in case any of the PBY bombers are forced down in the Pacific.

The 17 bombers will be apportioned as follows on arrival at the Pearl Harbor Fleet Air Base:

Twelve will be assigned regular duty with Patrol Squadron Four, under whose banner tomorrow's flight will be made.

Three will serve as spare planes for Squadron VP-4.

Two will be given Patrol Squadron 10 as spares.

A shortage of pilots necessitated the transfer of five officers from San Diego-based patrol squadrons to VP-4 for the delivery flight duty.

17 Navy Patrol Bombers Set Mark On 'Surprise' Hop

S.D. SUN SEPT. 7, 1938

Fliers Chop More Than Three Hours From Old Record Set Last January; Archbold's Time Beaten

Seventeen Navy patrol bombers landed at Pearl Harbor, Honolulu, today, completing a record-breaking flight from San Diego.

The first plane landed at 7:09 a. m. (P. S. T.), and the others followed in quick succession, the United Press reported.

Unofficial elapsed time was 17 hours and 17 minutes, breaking by more than three hours the old Navy record of 20 hours 30 minutes for the San Diego-Honolulu hop, made last January by a squadron of 18 planes.

The flight time also exceeded that of Richard Archbold, wealthy explorer, who flew his "flying laboratory" from San Diego in 18 hours, 7 minutes, on the first lap of a trans-Pacific exploration trip to Dutch New Guinea.

Lieut. Aaron Storrs, III, flight commander, said his own plane functioned perfectly throughout the trip and, as far as he knew, none of the others had any difficulty.

"We flew between 7000 and 10,000 feet last night because there was a beautiful moon," Lieut. Storrs said. "Below us there probably were rain squalls, but up

Turn to Page 2. Col. 7.

S. D. BOMBERS SET RECORD

(Continued from Page 1)

where we were it was like broad daylight."

Lieut. Storrs revealed the squadron sighted all five of the Navy vessels which were stationed at 500-mile intervals along the route to give assistance to the flight. This indicated the squadron never got off its charted course.

"I think we saw the liner, Lurline, also," Lieut. Storrs said.

A small crowd, mostly Navy officers, greeted the squadron. Seachlights played over the harbor.

The weather was misty, but the planes landed without incident.

The take-off from San Diego was completed even more quickly than the record-breaking one of last week, when 14 bombers were in the air, bound for the Canal Zone, in 35 minutes after the first was launched.

The flagship plane of Lieut. Storrs was rolled off the North Island ramp at 1:25 p. m. At 1:57 p. m., 32 minutes later, all 17 airboats had left the harbor after one-and-one-half-mile runs due west off Municipal Pier 1.

Difficulty in leaving the water with their heavy loads of 13 tons each was encountered by only two planes—those of Lieut. M. T. Evans, executive officer, and Lieut. H. P. Cooper, flight officer, of Patrol Squadron 4.

Lieut. Evans made one unsuccessful start and Lieut. Cooper brought his plane to a stop after two attempted take-offs.

With delivery of the 17 bombers to Pearl Harbor, the Hawaiian air base now has a fleet of 59 new long-range Consolidated PBY airboats, flown across from San Diego in four mass flights since January, 1937. Forty more have been delivered in a similar manner to Coco Solo, Canal Zone.

Bomber Crashes Worry Navy High Command

S.D. SUN AUG. 25, 1938

Commander-In-Chief Orders Airboats To Stay On Ground During Unfavorable Flying Weather

San Diego Navy personnel today was assured by Vice Adm. Adolphus Andrews, Scouting Force commander, that the Fleet's high command deeply is concerned over the heavy toll of life in patrol bomber crashes during the last year, and is ordering all possible precautions to prevent recurrence of such disasters.

Vice-Adm. Andrews, who arrived here Tuesday afternoon aboard his flagship, the heavy cruiser USS Indianapolis, yesterday afternoon conferred with Rear-Adm. Chas. A. Blakely, Aircraft Scouting Force commander, regarding the morale of officers and men and the condition of the planes in the Navy's patrol squadrons.

ADM. ANDREWS

He began a thorough inspection of the facilities and personnel of the Scouting Force at North Island yesterday, and will continue it for the remainder of this week.

Poor Visibility

The officer revealed today that Adm. Claude C. Bloch, Fleet commander-in-chief, has issued orders forbidding dispatch of the Navy's new long-range airboats from their bases in unfavorable weather. Several patrol plane crashes within the last year were caused, in part, by flying conditions in which visibility was poor because of storms.

"These accidents are deplorable," Vice-Adm. Andrews declared aboard his flagship, "but we are an active Navy; our planes are flying all the time and in thousands of hours of intricate maneuvers, accidents are bound to happen.

"The commander-in-chief is very much concerned over the recent crashes and has ordered extreme precautions taken in flying operations.

New Branch

"The PBY bombers comprise a relatively new branch of the service, and we are still gaining experience with them. It is unfortunate that in the process we have lost valuable officers and enlisted men—aviators we can ill afford to do without."

While Vice-Adm. Andrews is making his inspection tour of the Aircraft Scouting Force at North Island, a Navy board of inquiry headed by Rear Adm. Royal E. Ingersoll, will be correlating the findings in its probe of the two airboat crashes during night practice landings in the bay, Aug. 15. Five were killed in these mishaps, raising the total dead in patrol bomber accidents during the year to 40.

Acquaintance Visit

Vice-Adm. Andrews, former chief of the bureau of navigation with a rear admiral's rank, took over the Scouting Force command July 15, and his visit to San Diego this week, he pointed out, is for the purpose of acquainting himself with the local units under his command.

Yesterday, official calls were made on Vice-Adm. Andrews by Rear-Adm. Sinclair Gannon; Capts. Byron McCandless and Paul P. Blackburn of the Navy, and Maj. Gen. Louis McCarty Little, Fleet Marine Force commander.

An inspection by Vice-Adm. Andrews of the Aircraft Scouting Force flagship, the USS Wright, is scheduled for Saturday morning.

S. D. Navy Plane Explodes, Plunges Into Bay; 2 Saved

S.D. UNION AUG. 26, 1938

Craft Sinks After Pilot, Seaman Rescued

Cool skill of a naval pilot last night was credited with saving two lives after a naval scouting plane was disabled by a mid-air explosion.

Lt. (jg) R. B. Moore piloted the crippled land ship on a wobbly glide that ended in the bay off Ballast point, north island officials said. Lt Moore and H. Stange, seaman, were rescued from the ship by boats from the U.S.S. Neches a few minutes before it sank in shallow water.

SEES FLASH IN AIR

Neither was injured, officials said.

"I was sitting on the porch of the San Diego Yacht club," related P. A. Giraud, 3120 Goldsmith st., "when I saw a flash of light and heard an explosion. In the darkness, I could see the plane as it started a wobbly glide toward the surface of the bay.

"It went out of sight just before it hit the water."

Naval officials were unable to give details of the crash and merely stated it was caused by "engine failure."

PILOT WINS PRAISE

Civilian pilots said Lt. Moore had done a remarkable piece of work in landing the ship on the water without injury to himself or his passenger.

Naval salvage boats cruised in the crash area for more than two hours attempting to locate the sunken ship. Salvage attempts were scheduled to be resumed at dawn today.

Pilots Named For Massed Hop To Canal Zone

SD Union 8-30-38

Four warships and auxiliaries, including the cruiser Raliegh, destroyer Selfridge and the aircraft tenders Gannet and Thrush, will act as plane guards for the 14 long-range patrol bombers of squadron 5 which will leave San Diego early tomorrow for a 3000-mile nonstop flight to Coco Solo, C.Z.

The squadron, a unit of patrol wing 3, will be commaded by Comdr. W. K. Berner.

SIXTH MASSED FLIGHT

The Selfridge will be stationed off Cape Falso, lower California; the Raleigh at Acapulco; the Thrush in the Gulf of Fonseca and the Gannet at Chiriqui lagoon, Panama. The flight track will follow the regular steamer routes on a direct course to Coco Solo.

Rear Adm. Charles A. Blakely, scouting force aircraft commander, announced that tomorrow's flight, which is expected to be consummated in 25 hours, will be the sixth massed distance flight of the twin-motored patrol bombers from San Diego to Hawaii and the canal zone. Another flight of 16 planes, comprising squadron 4, is scheduled for Sept. 6, the planes to be delivered to the fleet air base at Pearl harbor.

FLYING CREWS NAMED

Pilots and crews of Squadron 5, include:

5-P-1—Lt. Comdr. W. K. Berner; Av. Cadet W. G. Von Bracht, L. L. Hughes (N.A.P.), ACMM; R. T. Bruton, ACMM; W. M. Allen, AMM3c; J. C. Lawrence, CRM; A. H. Borresen, RM2C.

5-P-2—Lt. F. Funke jr.; Av. Cadet Mehrman, W. R. Van Liere (N.A.P.), AMM3c; C. Sjurson, AMM2c; G. E. Bullis, RM3c; C. W. Pittan, RM3c.

5-P-3—Lt. S. P. Weller; J. E. Hurley (N.A.P.), AMM1c; W. R. Shaver (N.A.P.), AMM2c; H. G. Dunn, AMM1c; V. J. Harigel, AMM3c; J. Wilhelm, RM2c; G. G. Alexander, RM3c.

5-P-4—Lt. R. R. Johnson, Av. Cadet P. C. Griggs, E. J. Kolazyk (N.A.P.), AMM1c; C. L. Clarke, ACMM; R. C. Mauldin, AMM3c; G. C. Gardner, RM1c; D. Vander Veen, RM3c.

5-P-5—Lt. B. V. Clark; Av. Cadet H. R. Swenson, J. A. O. Turcotte (N.A.P.), AMM2c; A. G. Straley, AMM1c; O. F. Keith, AMM2c; J. W. C. Edmonds, RM2c; J. A. Ceresna, AOM1c.

5-P-6—Lt. (jg) J. G. Craig; Av. Cadet W. R. Turner, R. L. Cousineau (N.A.P.), ACM1c; W. L. Porter, AMM1c; R. R. Abbott, AMM2c; H. C. Boutte, RM3c; T. A. Said (N.A.P.), RM2c.

5-P-7—Lt. H. B. Miller; Av. Cadet A. V. Parunak, W. O. Needham (N.A.P.), AMM1c; H. R. Davenport, ACMM; C. A. Johnston, AMM3c; S. Girard, CRM; J. A. Barnes, RM3c.

5-P-8—Lt. A. W. McKechnie; Av. Cadet N. C. Porter; E. F. Dyer (N.A.P.), AMM2c; J. L. Joyce, AMM1c; T. T. Smith, AMM2c; T. W. Wheeler, RM2c; G. H. Bloodworth, RM3c.

5-P-9—Lt. (jg) M. G. O'Conner; Av. Cadet W. F. Dawson, J. W. Irby (N.A.P.), AMM2c; R. E. Shackelford, RM3c.

Flying Fortresses

SD Tribune 8/25/38

The forecast regarding developments in civil and military aviation, made at Salt Lake City on Tuesday by General H. H. Arnold of the Army Air Corps, has a special interest for air-minded San Diegans.

Envisioning planes carrying 100 passengers in sealed cabins, flying 300 miles an hour 30,000 feet above the earth, General Arnold added: "We must look into the future, perhaps not so far distant, and glimpse the flying fortress that can strike any part of an enemy country, anywhere in the world, at any distance."

Probably no single feature of progress in aviation contributes more than do the military needs, actual or potential, of the world's great nations. All that is well enough, so far as it goes; but the loss of advantage in this lies in the fact that such progress may some day be used to destroy us instead of to benefit us. For it must always be remembered that this country does not and never can possess any monopoly in the development, construction and operation of "flying fortresses that can strike . . . anywhere in the world, at any distance."

Where boundaries of belligerent nations may be close together or may even actually join, as in Europe, conditions usually tend more to land-surface warfare, with swift raids and, reconnaissance by airplanes. But where distances are great, as would be the case in any war between the United States and any European or Asiatic nation, monstrous planes capable of carrying tremendous loads of bombs and gas would be indicated.

All of which serves to remind us that we do, indeed, have a very special interest in the development of the flying fortress—an interest not by any means confined solely to our own progress in this field.

AIR DREADNAUGHT PASSES TESTS WITH FLYING COLORS

W. B. WHEATLEY, TEST PILOT (INSET), AND CONSOLIDATED "AIR DREADNAUGHT" . . . one of its huge bombs could demolish Hodges dam (lower right).

S.D. TRIBUNE

Big Plane Set For Navy Tests

AUG. 23, 1938

A giant flying boat built by the Consolidated Aircraft Corp., estimated to be capable of a 5000-mile flight to patrol or bomb, today was ready for tests by the United States navy. The aircraft company yesterday completed the company's final demonstration tests of the $1,000,000 craft and turned it over to the navy.

Rigid inspection and test flights for the next week or longer are ahead of the four-motored "air dreadnaught" before the navy accepts it as perhaps the most powerful unit of the navy airforce.

Specifications of the plane, which resembles the transpacific clipper ships, are closely guarded naval secrets, and officials of Consolidated Aircraft Corp., which built it, refused to elaborate on the test flights.

Executives said they were more than satisfied with the way the plane performed in flights over the city, but beyond that they would not comment.

Today, Lt. Comdr. Arthur L. Crlinkley expects to pilot the plane, which has sleeping accommodations for a crew of eight but reportedly will carry 16 on duty flights.

The plane was designed to supplant the present twin-motored PBY type bombers, many of which have been flown more than 2500 miles from here to Hawaii, and over 3000 miles to Coco Solo, C. Z.

Observers made the following estimates: Engines, 1050 horsepower each; wingspread, 115 feet; height, on beach landing gear, 22 feet; top speed, 240 miles an hour, weight 30 tons; range 5000 miles.

Armament of the new fighter also was a secret, but reports said it would be protected by large caliber machine guns in the turret nose, turret tail and fuselage, top and bottom, permitting destructive fire in any direction.

If the 5000-mile range is correct, the craft could carry a devastating load of bombs, drop them on an objective more than 2000 miles away, and return to its base non-stop.

A galley, rest rooms and other features for comfort on long flights are installed in the craft.

PILOT'S SKILL AVERTS NAVY PLANE CRASH

S.D. SUN AUG. 26, '38

Scout-Bomber Landed On Bay With 'Dead' Motor

"The engine sounded as if a lead sledge-hammer had suddenly hit it."

This was how Lieut. (jg) Robert B. Moore, of Squadron VS-42, today described what might have developed into another Navy aviation tragedy last night.

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Secrecy Shrouds Bomber's Feats

S.D. Union 8/23/38

Navy to Begin Acceptance Trials

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A crew of 16, it was reported, will man the craft on duty flights. Sleeping accommodations are provided for half that number and the plane is equipped with a galley, restrooms and other features for comfort on long flights.

The Consolidated plant has been revamped to put the newer and larger ships into production immediately, it was said.

Here with Crinkley as a board member is Lt. Comdr. R. E. Jennings, office of naval operations, navy department. On completion of the tests, Crinkley and Jennings will submit reports and recommendations to the navy department, it was said.

Consair to Revamp Plant for New Ships

Aviation, Aircraft 38

San Diego, Aug. 11—With the last of the Navy's orders for PBY patrol bombers nearing completion, extensive changes in Consolidated Aircraft Corp.'s plant here are announced for the next six months in preparation for production of a new model. Maj. Reuben H. Fleet, president, said the firm will install eight air driven drop hammers, four of which will be the largest in the industry. Another large hydraulic press, of 2,000 tons capacity, also will be added. The payroll, now totaling 1,400, will be reduced gradually to about 700 during the alterations.

Thirty-two of the PBYs will be flown to Hawaii by patrol squadrons 1, 4, and 18 in relays of 18 on Sept. 6 and early in November, and 16 will be ferried to Panama by squadron 5 on Aug. 31.

Consair's giant 25-ton four-motored, long range patrol bomber on whose engineering the firm and the Navy have spent about $1,000,000, is awaiting its final trials by a Navy board here late in August. It will compete with another four-motored bomber built by Sikorsky Aircraft Division of United Aircraft Corp. for a five to 10 plane contract.

Navy Tests Continue On 4-Motor Plane

S.D. Union 8/31/38

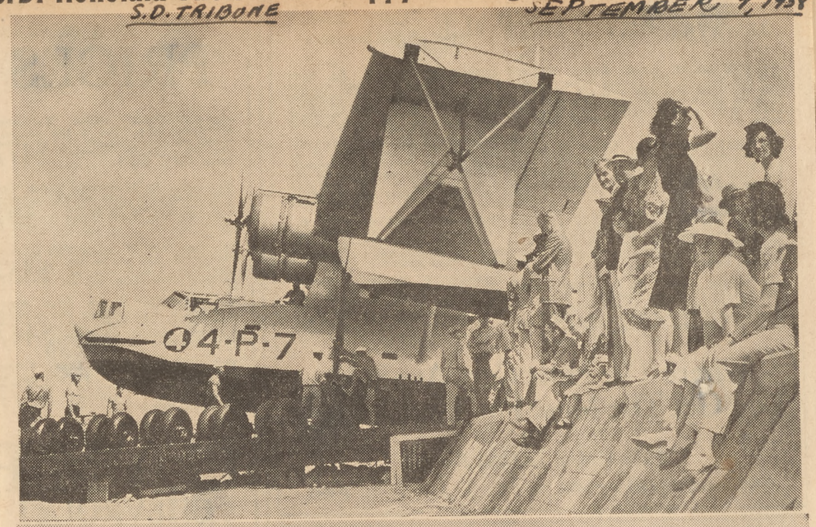
Test flights of the navy's new 4-motored "flying battleship," which started last week with Lt. Comdr. Arthur Crinkley at the controls, will be conducted for several more days.

Data on various tests will be assembled and forwarded to the bureau of aeronautics.

Consolidated Aircraft officials said yesterday 33 airboats of the PBY-4 type are to be delivered to the navy as soon as they are completed. According to present navy department plans the planes will be stationed at the fleet air bases at Sitka and Pearl Harbor.

S.D.-Honolulu Fliers Start 'Happy Landing' Flight

S.D. TRIBUNE SEPTEMBER 7, 1938



Wives, relatives and friends lined the sea wall at the Naval Air station seaplane ramp at North Island yesterday to wish "happy landings" to crews of 17 giant patrol bombers of Patrol Squadron 4 before their take-off on a non-stop mass flight to Pearl Harbor, T. H. Upper, the plane of Lt. (jg) B. M. Strean is aided over side by beaching crews. Lower, Lt. (jg) H. T. Johnson lifts his heavily loaded craft into the air after a run down the bay. Each plane carried a crew of seven.

14 Navy Bombers to Hop For Canal Zone Wednesday

S.D. UNION AUG. 24, 1938

32 Planes Also Will Make Two Flights to Hawaii

Weather conditions along the 2000-mile airway permitting, 14 twin-motored long-range patrol bombers of Squadron 5, under command of Comdr. Warren K. Berner, will take off between 7 and 9 a. m. Wednesday for a nonstop flight to Coco Solo at the eastern entrance of the Panama canal.

The flight over the international airway is expected to be completed in 20 hours. The aircraft tenders Gannett and Sandpiper will act as plane guards along the west coast of Central America.

A week later, Sept. 6, 16 planes of Patrol Squadron 4, commanded by Lt. Comdr. A. P. Storrs III, of Seahawk fame, will take off for a 2400-mile nonstop flight to Pearl Harbor, Hawaii.

CADETS ASSIGNED

No other long-distance mass flights will be made by the scouting wing forces until November, when 16 more planes are scheduled to be ferried to Hawaii, bringing the total number of squadrons based at the crossroads of the Pacific to nine. Arrival of Squadron 5 at Panama will bring the total number of long-range patrol bombers based there to 46. There are 48 at San Diego and six at Kodiak.

Fourteen aviation cadets who have completed their flight training at Pensacola, Fla., have been ordered to duty with aircraft squadrons of the battle and scouting forces. The cadets and the ships to which they have been assigned are:

James B. Arbes, Bombing Squadron 3, Saratoga; William M. Romberger, Torpedo Squadron 2, Lexington; James F. Patterson, Scouting Squadron 2, Lexington; Charles E. Roemer, Scouting Squadron 2, Lexington; Wade E. Bertram, Bombing Squadron 3, Saratoga; Kenneth P. Hance, Scouting Squadron 3, Saratoga; Paul E. Anderson, Scouting Squadron 3, Saratoga; Maurice E. McGuire, Bombing Squading 4, Ranger; Arthur J. Brassfield, Scouting Squadron 41, Ranger; Charles R. Tassan, Scouting Squadron 5, Yorktown; Lawrence G. Whitcher, Scouting Squadron 6, Enterprise; Thomas A. Aspell, Torpedo Squadron 6, Enterprise, Lloyd E. Parker, Patrol Squadron 9, Wright; Allen R. Waggoner, Patrol Squadron 12, Langley.

Naval authorities here yesterday received a letter from the bureau of navigation setting forth the precedence of naval reserve aviation cadets with other naval personnel. The letter states aviation cadets will rank as follows:

Ensigns, U.S.N., and U.S.N.R.; commissioned warrant officers, U.S.N., and U.S.N.R.; aviation cadets; midshipmen; warrant officers, U.S.N. and U.S.N.R.

Y CUTS TIME OF HAWAII HOP M S.D. TO 17 HOURS, 17 MINUTES

er a recheck of figures, the navy department at Washington, oday set the official time for the newest San Diego-Honolulu p mass flight at 17 hours, 17 minutes, more than three hours than the navy's previous mark for a similar trip of 20 hours, set Jan. 18-19.

The flight, which began here yesterday afternoon and ended at Pearl Harbor just before dawn today, was the seventh such "routine delivery" of aircraft to Honolulu or the Canal Zone. The navy's record for the flight to the Canal Zone is 22 hours, set Dec. 8-9, 1937.

The first air delivery to Honolulu was undertaken in June, 1934, from San Francisco, when six naval flying boats flew the distance non-stop in 25 hours, 15 minutes. S.D. TRIBUNE 9/7/38

NAVY BOMBERS REACH PANAMA

S.D. SUN — SEPT. 2, 1938

14 S. D. Planes At Coco Solo After Re-fuel Stop

Fourteen Navy bombers which took off from San Diego for the Canal Zone Wednesday morning arrived at the Coco Solo Fleet Air Base at 11:20 a. m. (PST) today, the Aircraft Scouting Force flagship Wright was notified at North Island.

The squadron had been forced down early yesterday at Gulf of Fonseca after several hours of bucking strong headwinds had cut down its fuel supply. They left at 5:43 a. m. on the 580-mile final lap, and actual flying time for the 3100-mile San Diego-Coco Solo trip was 26 hours, 40 minutes.

The aircraft tender Thrush refueled the planes at the Gulf of Fonseca throughout yesterday. More than one-third of today's trip was over Nicaragua jungle country and the largest inland water body of Central America, Lake Nicaragua.

S. D. Planes Set Speed Mark To Hawaii; 17 Hours, 17 Min.

S.D. UNION SEPT. 6, 1938

17 Bombers Land Before Dawn; Weather Perfect

Clipping off the 2150 miles between Pt. Loma and Diamond Head in 17 hours, 17 minutes, 17 planes of Patrol Squadron 4, Lt. Comdr. A. P. Storrs commanding, set a speed record yesterday from San Diego to Hawaii.

The flight bette d by more than three hours the former navy record of 20 hours and 30 minutes and eclipsed the 18-hour 7-minute mark made by Richard Archbold, scientist, in the Guba June 3.

The great bombing planes, bearing 119 men, glided down upon Pearl Harbor before dawn, after flying in mass formation throughout the night, The Associated Press reported.

FEW SEE ARRIVAL

Only 100 spectators, and they mostly relatives of the fliers or air base attaches, witnessed the end of the flight—officially described as a routine transfer of patrol bombers.

The big seaplanes left San Diefo yesterday afternoon.

"We had no trouble at all," said Storrs. "They are beautiful planes to fly. I am not tired, although I have been up all night. This is a lot different than stunt flying."

The fastest time flown, said Lt. A. L. Truslow, navigator of the leading plane, was 160 knots, and the average 145 knots.

PRAISE FOR CREWS

Perfectly timed, perfectly executed.

In these four words naval aviation authorities at North island expressed their admiration for the record-smashing flight.

While praising the flight personnel for a remarkable exhibition of airmanship, naval aviation officials stressed the importance of the weather reports flashed from the plane guard ships scattered along the flight route.

Their combined meteorological reports resulted in speeding up the flight 24 hours to take advantage of virtually perfect flying conditions.

Arrival of Patrol Squadron 4 at Pearl Harbor brought the total number of Consolidated bombers ferried to the crossroads of the Pacific since January, 1937, to 59. In the same period 40 have been delivered to Panama.

S. D. BOMBERS GET SURPRISE FLIGHT ORDER

S.D. SUN SEPT. 6, 1938

Weather Conditions Ideal On Route To Hawaii, Admiral Radios

A surprise order from Rear Adm. Charles Blakely, commander of Aircraft, Scouting Force, today directed 17 Navy patrol bombers to take off for Pearl harbor at once instead of tomorrow.

The message advising to start the flight "as soon as practicable" today, came from the USS Wright on which Adm. Blakely is en route to Honolulu.

Lieut. Aaron Storrs, commanding Patrol Squadron 4, ordered the planes into the air soon after 1 p. m. for the non-stop flight to Pearl Harbor.

Weather Ideal

Adm. Blakely radioed that weather conditions appeared certain to be ideal for the next two days and recommended an immediate departure.

The planes had been secured at North Island since last Friday. Only fueling of the airboats was necessary to prepare them for the 2570-mile transpacific flight.

No Confusion

Although the order from Rear Adm. Blakely caught the flight crews of 119 officers and enlisted men unaware, no confusion resulted and the bombers were immediately made ready for the delivery trip, expected to take about 18 hours.

In addition to the Wright, other plane guard ships stationed along the flight route, are the San Diego destroyers Simpson and Craven, and the Pearl Harbor warships Sicard and Litchfield. They have been submitting weather data and will serve further as rescue ships in case any of the PBY bombers are forced down in the Pacific.

The 17 bombers will be apportioned as follows on arrival at the Pearl Harbor Fleet Air Base:

Twelve will be assigned regular duty with Patrol Squadron Four, under whose banner tomorrow's flight will be made.

Three will serve as spare planes for Squadron VP-4.

Two will be given Patrol Squadron 10 as spares.

A shortage of pilots necessitated the transfer of five officers from San Diego-based patrol squadrons to VP-4 for the delivery flight duty.

BOMBERS GET FLIGHT ORDER

(Continued From Page 1)

17 Navy Patrol Bombers Set Mark On 'Surprise' Hop

S.D. SUN SEPT. 7, 1938

Fliers Chop More Than Three Hours From Old Record Set Last January; Archbold's Time Beaten

Seventeen Navy patrol bombers landed at Pearl Harbor, Honolulu, today, completing a record-breaking flight from San Diego.

The first plane landed at 7:09 a. m. (P. S. T.), and the others followed in quick succession, the United Press reported.

Unofficial elapsed time was 17 hours and 17 minutes, breaking by more than three hours the old Navy record of 20 hours 30 minutes for the San Diego-Honolulu hop, made last January by a squadron of 18 planes.

The flight time also exceeded that of Richard Archbold, wealthy explorer, who flew his "flying laboratory" from San Diego in 18 hours, 7 minutes, on the first lap of a trans-Pacific exploration trip to Dutch New Guinea.

Lieut. Aaron Storrs, III, flight commander, said his own plane functioned perfectly throughout the trip and, as far as he knew, none of the others had any difficulty.

"We flew between 7000 and 10,000 feet last night because there was a beautiful moon," Lieut. Storrs said. "Below us there probably were rain squalls, but up

Turn to Page 2, Col. 7.

S. D. BOMBERS SET RECORD

(Continued from Page 1)

where we were it was like broad daylight."

Lieut. Storrs revealed the squadron sighted all five of the Navy vessels which were stationed at 500-mile intervals along the route to give assistance to the flight. This indicated the squadron never got off its charted course.

"I think we saw the liner, Lurline, also," Lieut. Storrs said.

A small crowd, mostly Navy officers, greeted the squadron. Seachlights played over the harbor.

The weather was misty, but the planes landed without incident.

The take-off from San Diego was completed even more quickly than the record-breaking one of last week, when 14 bombers were in the air, bound for the Canal Zone, in 35 minutes after the first was launched.

The flagship plane of Lieut. Storrs was rolled off the North Island ramp at 1:25 p. m. At 1:57 p. m., 32 minutes later, all 17 airboats had left the harbor after one-and-one-half-mile runs due west off Municipal Pier 1.

Difficulty in leaving the water with their heavy loads of 13 tons each was encountered by only two planes—those of Lieut. M. T. Evans, executive officer, and Lieut. H. P. Cooper, flight officer, of Patrol Squadron 4.

Lieut. Evans made one unsuccessful start and Lieut. Cooper brought his plane to a stop after two attempted take-offs.

With delivery of the 17 bombers to Pearl Harbor, the Hawaiian air base now has a fleet of 59 new long-range Consolidated PBY airboats, flown across from San Diego in four mass flights since January, 1937. Forty more have been delivered in a similar manner to Coco Solo, Canal Zone.

Bomber Crashes Worry Navy High Command

S.D. SUN AUG. 25, 1938

Commander-In-Chief Orders Airboats To Stay On Ground During Unfavorable Flying Weather

San Diego Navy personnel today was assured by Vice Adm. Adolphus Andrews, Scouting Force commander, that the Fleet's high command deeply is concerned over the heavy toll of life in patrol bomber crashes during the last year, and is ordering all possible precautions to prevent recurrence of such disasters.

Vice-Adm. Andrews, who arrived here Tuesday afternoon aboard his flagship, the heavy cruiser USS Indianapolis, yesterday afternoon conferred with Rear-Adm. Chas. A. Blakely, Aircraft Scouting Force commander, regarding the morale of officers and men and the condition of the planes in the Navy's patrol squadrons.

ADM. ANDREWS

He began a thorough inspection of the facilities and personnel of the Scouting Force at North Island yesterday, and will continue it for the remainder of this week.

Poor Visibility

The officer revealed today that Adm. Claude C. Bloch, Fleet commander-in-chief, has issued orders forbidding dispatch of the Navy's new long-range airboats from their bases in unfavorable weather. Several patrol plane crashes within the last year were caused, in part, by flying conditions in which visibility was poor because of storms.

"These accidents are deplorable," Vice-Adm. Andrews declared aboard his flagship, "but we are an active Navy; our planes are flying all the time and in thousands of hours of intricate maneuvers, accidents are bound to happen.

"The commander-in-chief is very much concerned over the recent crashes and has ordered extreme precautions taken in flying operations.

New Branch

"The PBY bombers comprise a relatively new branch of the service, and we are still gaining experience with them. It is unfortunate that in the process we have lost valuable officers and enlisted men—aviators we can ill afford to do without."

While Vice-Adm. Andrews is making his inspection tour of the Aircraft Scouting Force at North Island, a Navy board of inquiry headed by Rear Adm. Royal E. Ingersoll, will be correlating the findings in its probe of the two airboat crashes during night practice landings in the bay, Aug. 15. Five were killed in these mishaps, raising the total dead in patrol bomber accidents during the year to 40.

Acquaintance Visit

Vice-Adm. Andrews, former chief of the bureau of navigation with a rear admiral's rank, took over the Scouting Force command July 15, and his visit to San Diego this week, he pointed out, is for the purpose of acquainting himself with the local units under his command.

Yesterday, official calls were made on Vice-Adm. Andrews by Rear-Adm. Sinclair Gannon; Capts. Byron McCandless and Paul P. Blackburn of the Navy, and Maj. Gen. Louis McCarty Little, Fleet Marine Force commander.

An inspection by Vice-Adm. Andrews of the Aircraft Scouting Force flagship, the USS Wright, is scheduled for Saturday morning.

S. D. Navy Plane Explodes, Plunges Into Bay; 2 Saved

S.D. UNION AUG. 26, 1938

Craft Sinks After Pilot, Seaman Rescued

Cool skill of a naval pilot last night was credited with saving two lives after a naval scouting plane was disabled by a mid-air explosion.

Lt. (jg) R. B. Moore piloted the crippled land ship on a wobbly glide that ended in the bay off Ballast point, north island officials said. Lt Moore and H. Stange, seaman, were rescued from the ship by boats from the U.S.S. Neches a few minutes before it sank in shallow water.

SEES FLASH IN AIR

Neither was injured, officials said.

"I was sitting on the porch of the San Diego Yacht club," related P. A. Giraud, 3120 Goldsmith st., "when I saw a flash of light and heard an explosion. In the darkness, I could see the plane as it started a wobbly glide toward the surface of the bay.

"It went out of sight just before it hit the water."

Naval officials were unable to give details of the crash and merely stated it was caused by "engine failure."

PILOT WINS PRAISE

Civilian pilots said Lt. Moore had done a remarkable piece of work in landing the ship on the water without injury to himself or his passenger.

Naval salvage boats cruised in the crash area for more than two hours attempting to locate the sunken ship. Salvage attempts were scheduled to be resumed at dawn today.

Pilots Named For Massed Hop To Canal Zone

S.D. Union 8-30-38

Four warships and auxiliaries, including the cruiser Raliegh, destroyer Selfridge and the aircraft tenders Gannet and Thrush, will act as plane guards for the 14 long-range patrol bombers of squadron 5 which will leave San Diego early tomorrow for a 3000-mile nonstop flight to Coco Solo, C.Z.

The squadron, a unit of patrol wing 3, will be commaded by Comdr. W. K. Berner.

SIXTH MASSED FLIGHT

The Selfridge will be stationed off Cape Falso, lower California; the Raleigh at Acapulco; the Thrush in the Gulf of Fonseca and the Gannet at Chiriqui lagoon, Panama. The flight track will follow the regular steamer routes on a direct course to Coco Solo.

Rear Adm. Charles A. Blakely, scouting force aircraft commander, announced that tomorrow's flight, which is expected to be consummated in 25 hours, will be the sixth massed distance flight of the twin-motored patrol bombers from San Diego to Hawaii and the canal zone. Another flight of 16 planes, comprising squadron 4, is scheduled for Sept. 6, the planes to be delivered to the fleet air base at Pearl harbor.

FLYING CREWS NAMED

Pilots and crews of Squadron 5, include:

5-P-1—Lt. Comdr. W. K. Berner; Av. Cadet W. G. Von Bracht, L. L. Hughes (N.A.P.), ACMM; R. T. Bruton, ACMM; W. M. Allen, AMM3c; J. C. Lawrence, CRM; A. H. Borresen, RM2C.

5-P-2—Lt. F. Funke jr.; Av. Cadet Mehrman, W. R. Van Liere (N.A.P.), AMM3c; C. Sjurson, AMM2c; G. E. Bullis, RM3c; C. W. Pittan, RM3c.

5-P-3—Lt. S. P. Weller; J. E. Hurley (N.A.P.), AMM1c; W. R. Shaver (N.A.P.), AMM2c; H. G. Dunn, AMM1c; V. J. Harigel, AMM3c; J. Wilhelm, RM2c; G. G. Alexander, RM3c.

5-P-4—Lt. R. R. Johnson, Av. Cadet P. C. Griggs, E. J. Kolazyk (N.A.P.), AMM1c; C. L. Clarke, ACMM; R. C. Mauldin, AMM3c; G. C. Gardner, RM1c; D. Vander Veen, RM3c.

5-P-5—Lt. B. V. Clark; Av. Cadet H. R. Swenson, J. A. O. Turcotte (N.A.P.), AMM2c; A. G. Straley, AMM1c; O. F. Keith, AMM2c; J. W. C. Edmonds, RM2c; J. A. Ceresna, AOM1c.

5-P-6—Lt. (jg) J. G. Craig; Av. Cadet W. R. Turner, R. L. Cousineau (N.A.P.), ACM1c; W. L. Porter, AMM1c; R. R. Abbott, AMM2c; H. C. Boutte, RM3c; T. A. Said (N.A.P.), RM2c.

5-P-7—Lt. H. B. Miller; Av. Cadet A. V. Parunak, W. O. Needham (N.A.P.), AMM1c; H. R. Davenport, ACMM; C. A. Johnston, AMM3c; S. Girard, CRM; J. A. Barnes, RM3c.

5-P-8—Lt. A. W. McKechnie; Av. Cadet N. C. Porter; E. F. Dyer (N.A.P.), AMM2c; J. L. Joyce, AMM1c; T. T. Smith, AMM2c; T. W. Wheeler, RM2c; G. H. Bloodworth, RM3c.

5-P-9—Lt. (jg) M. G. O'Conner; Av. Cadet W. F. Dawson, J. W. Irby (N.A.P.), AMM2c; R. E. Shackelford

Flying Fortresses

SD Tribune 8/25/38

The forecast regarding developments in civil and military aviation, made at Salt Lake City on Tuesday by General H. H. Arnold of the Army Air Corps, has a special interest for air-minded San Diegans.

Envisioning planes carrying 100 passengers in sealed cabins, flying 300 miles an hour 30,000 feet above the earth, General Arnold added: "We must look into the future, perhaps not so far distant, and glimpse the flying fortress that can strike any part of an enemy country, anywhere in the world, at any distance."

Probably no single feature of progress in aviation contributes more than do the military needs, actual or potential, of the world's great nations. All that is well enough, so far as it goes; but the loss of advantage in this lies in the fact that such progress may some day be used to destroy us instead of to benefit us. For it must always be remembered that this country does not and never can possess any monopoly in the development, construction and operation of "flying fortresses that can strike ... anywhere in the world, at any distance."

Where boundaries of belligerent nations may be close together or may even actually join, as in Europe, conditions usually tend more to land-surface warfare, with swift raids and reconnaissance by airplanes. But where distances are great, as would be the case in any war between the United States and any European or Asiatic nation, monstrous planes capable of carrying tremendous loads of bombs and gas would be indicated.

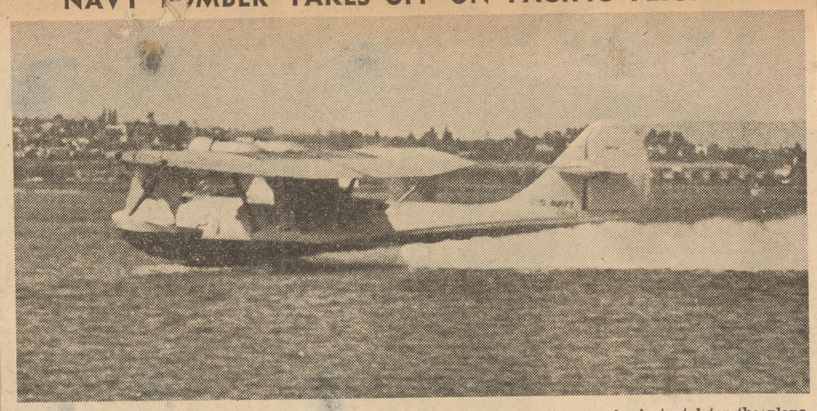
All of which serves to remind us that we do, indeed, have a very special interest in the development of the flying fortress—an interest not by any means confined solely to our own progress in this field.

They'll Make 3100-Mile Air Hop

S. D. SUN Aug. 29, 1937

The men who will pilot 14 Consolidated patrol bombers on a non-stop, 3100-mile flight to the Canal Zone Wednesday are shown above. Left to right, kneeling, Aviation Cadets N. C. Porter, R. D. Hutchins, P. C. Griggs, W. G. Von Bracht, A. Mehrmann, and A. V. Parunak; standing, front row, Lieuts. J. S. Thach, B. V. Clark, S. P. Weller, W. C. Asserson Jr., Lieut. Comdr. W. K. Berner, squadron commander; Lieut. Harold B. Miller, executive officer, and Lieuts. A. W. McKechnie and R. R. Johnson. Rear row, Aviation Cadets J. C. Skorcz, O. A. Finley, R. G. Tourart, H. R. Swenson, and W. F. Dawson.

NAVY BOMBER TAKES OFF ON PACIFIC FLIGHT



Flagplane of Lt. Comdr. A. P. Storrs smashing down the mile take-off area. An instant later the plane left the water and headed seaward.

* * *

17 Planes Hop For Hawaii

(Continued from Page 1)

6000 to 10,000 feet, the squadron will be aided by tail winds varying from 10 to 20 miles an hour.

The navy's terse comment that the flight from San Diego to the crossroads of the Pacific was "merely a routine transfer of 17 planes," was borne out amply by the matter-of-fact manner which characterized the take-off.

The planes began warming up their motors at 1:20 p.m. The flagplane went over the ramp at 1:26 and in 11 minutes all of the 13-ton airboats were in the water.

Comdr. Storrs, in the flagplane, started down the mile take-off area from a point immediately west of Pier 1 to abeam the U.S.S. Concord and at 1:40 was aloft.

SAILBOAT AVOIDED

With propellers spilling at top speed the other planes followed at 30-second intervals until Plane 4 was forced to head about to prevent crashing into a small sailboat that had escaped patrols.

After a 4-minute delay the take-off was resumed, the last plane getting aloft at 1:58.

Circling the Coronado islands once to attain a 6000-foot altitude the squadron formed in two divisions of nine and eight planes, Storrs leading the first division and Lt. H. P. Cooper the second. In two huge flying V's the 17 planes then headed westward.

Lt. A. R. Truslow, squadron navigator, estimated the entire squadron, barring mishap, would land at Pearl Harbor in time for breakfast between 7 and 8 this morning.

BREAKFAST IN HAWAII

Comdr. Storrs plainly was elated over the ideal flying conditions. So confident was the squadron commander of bringing the airboats into Pearl Harbor soon after sunrise he took only a couple of chocolate bars to eat during the midwatch. He expected to sight the island soon after sunrise.

The flight of 119 officers and men in the 17 airboats to Hawaii is the second scheduled for 1938. The same number of planes, comprising squadron 1, commanded by Lt. Comdr. Sam La Hache, is to leave San Diego for Pearl Harbor early in December if Consolidated makes deliveries as expected. Officers and men of squadron 1 are now at North Island using VJ-1 planes in day and night practice flights.

Adm. Blakely, once the planes pass over the Wright, is to proceed to Pearl Harbor to inspect aircraft of fleet wing 2. He plans to make several flights, one possibly to French Frigate shoals, before returning here Oct. 1.

On Jan. 4, commanding 48 planes of patrol wing 1, he will leave for the Caribbean to take part in fleet problem 20.

The destroyers Simpson, Craven, Sicard and Litchfield will start returning to San Diego at dawn today.

Crews For Navy Bomber Flight To Canal Named

S D Sun 9/30/38

Flight crews of the 14 PBY bombers scheduled to take off from San Diego harbor at 10 a. m. tomorrow on a non-stop 3100-mile flight to the Canal Zone were announced today by Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander. They are listed below, with the planes they will operate.

5-P-1

Lieut. Comdr. W. K. Berner, Av. Cadet W. G. Von Bracht, L. L. Hugh (NAP) ACMM; R. T. Bruton, ACMM; W. M. Allen, AMM3c; J. C. Lawrence, CRM; A. H. Borreson, RM2c.

5-P-2

Lieut. F. Funke Jr., Av. Cadet Mehrman, W. R. Van Liere (NAP) AMM3c; C. Sjurson, AMM1c; C. H. Spawn, AMM2c; G. E. Bullis, RM3c; C. W. Pittam, RM3c.

5-P-3

Lieut. S. P. Weller, J. E. Hurley (NAP), AMM1c; W. R. Shaver (NAP), AMM2c; H. G. Dunn, AMM1c; V. J. Harigel, AMM3c; J. Wilhelm, RM2c; G. G. Alexander, RM3c.

5-P-4

Lieut. R. R. Johnson, Av. Cadet P. C. Griggs, E. J. Kolazyk (NAP), AMM1c; C. L. Clarke, ACMM; R. C. Mauldin, AMM3c; G. C. Gardner, RM1c; D. Vander Veen, RM3c.

5-P-5

Lieut. B. V. Clark, Av. Cadet H. R. Swenson, J. A. O. Turcotte (NAP), AMM2c; A. G. Straley, AMM1c; O. F. Keith, AMM2c; J. W. C. Edmonds, RM2c; J. A. Ceresna, AOM1c.

5-P-6

Lieut. (jg) J. G. Craig, Av. Cadet W. R. Turner, R. L. Cousineau (NAP) ACM1c; W. L. Porter, AMM1c; R. R. Abbott, AMM2c; H. C. Boutte, RM3c; T. A. Said (NAP), RM2c.

5-P-7

Lieut. H. B. Miller, Av. Cadet A. V. Parunak, W. O. Needham (NAP), AMM1c; H. R. Davenport, ACMM; C. A. Johnston, AMM3c; S. Girard, CRM; J. A. Barnes, RM3c.

5-P-8

Lieut. A. W. McKechnie, Av. Cadet N. C. Porter, E. F. Dyer (NAP), AMM2c; J. L. Joyce, AMM1c; T. T. Smith, AMM2c; T. W. Wheeler, RM2c; G. H. Bloodworth, RM3c.

5-P-9

Lieut. (jg) M. G. O'Conner, Av. Cadet W. F. Dawson, J. W. Irby (NAP), AMM2c; R. E. Shackelford Jr., AMM1c; N. E. Perkins, AMM2c; H. C. Stempfel, RM2c; A. L. Garris, RM3c.

5-P-10

Lieut. W. C. Asserson Jr., Av. Cadet R. G. Touart, L. B. Williamson (NAP), AMM3c; T. J. Murray, ACMM; O. K. Thomas, ACMM; F. E. Sileo, RM3c; R. A. Kulig, RM3c.

5-P-11

Lieut. J. S. Thach, Av. Cadet J. C. Skoroz, E. L. Collins (NAP), AMM2c; W. Russell, AMM1c; G. W. Blair, AMM3c; C. W. Kreiger, RM2c; D. H. L. Rohde, RM3c.

5-P-12

Av. Cadet J. P. Sager, R. L. Nichols (NAP), AMM1c; P. A. Porter (NA), AM2c; P. D. Dovell, AMM1c; J. F. Wake, AMM3c; H. G. Allison, RM2c; O. R. Smith, AOM1c.

5-P-14

Av. Cadet W. L. Meili, Av. Cadet O. A. Finley, L. R. Ware (NAP) ACMM; C. Wright Jr., AMM2c; W. J. J. Diestel, ACMM; C. B. Diehl, ACM; R. M. Nichols, RM2c.

5-P-15

Av. Cadet Eastman, Av. Cadet R. D. Hutchins, R. C. Wicke (NAP), AMM1c; J. A. Bowel AMM3c; V. B. Rigdon, ACMM A. J. Wotring, AMM1c; A. R. Osborne, RM3c.

Pilot Crinkley Knows His Stuff; Gets 'Big' Job

S.D. SUN Aug. 28, 1938

Lieutenant - Commander Veteran Of Navy Air Service

LIEUT.-COMDR. A. CRINKLEY
He "chauffeurs" 25 tons

The Navy Department had to make sure that the 25 tons of intricate mechanism known officially as XPB2Y-1, but more familiarly as Consolidated's million-dollar four-motored bomber, was in capable hands when it was ready to take the craft over.

That was the primary reason for the choice of Lieut.-Comdr. Andrew Crinkley to serve as the big ship's first commanding officer. Lieut.-Comdr. Crinkley will be the man at the controls when the big airboat gracefully circles over San Diego harbor this week, while Washington officials of a trial board are checking every detail.

Ex-War Flier

Lieut.-Comdr. Crinkley is one of the rapidly diminishing number of Navy pilots who entered aviation from civilian life during the World War. In the past 21 years of uninterrupted service with the air branch of the Fleet he has gained a reputation of being one of its topflight seaplane experts.

Like others of his pioneering mates, he is, today, in the peculiar position of having served as instructor to many of the officers who now rank above him and give him orders. For in the Navy, an officer, midway in his career, may decide to enter aviation, is sent to Pensacola for a year's training, then retains his rank in the air service.

Outranked By Commander

Thus, a commander just out of Pensacola, and with only one year of actual flying experience, is senior to lieutenants and lieutenant-commanders who may have spent ten, fifteen, twenty years—in fact, their entire Navy careers—in aviation.

The late Rear Adm. Moffett was one of Lieut.-Comdr. Crinkley's students, and a capable one, too. He was one of the few high-ranking Navy aviation officials who actually did a great deal of flying, and he died "with his boots on" in a dirigible disaster several years ago.

Among Lieut.-Comdr. Crinkley's most notable experiences was the famed path-finding flight of Patrol Squadron F5L in 1920 from San Diego to Coco Solo, Canal Zone. The 12 seaplanes, considered radically advanced long-range craft in their day, made the trip in the phenomenal time of 14 days, each way. They required seven stops, being able to develop no more than a 500-mile crusing range. Compare this with the proposed non-stop flight of 3100 miles by 14 seaplanes Wednesday from San Diego to the Canal Zone, which Scouting Force officials predict will be completed in 24 hours or less.

Ordered to the Navy's first aircraft carrier, the Langley, in 1925, Lieut.-Comdr. Crinkley aided in the development of improved landing gears on the flight deck, and was on the spot when the Navy's first sea-going fighting squadrons were organized on the vessel, now an aircraft tender with one-third of her flight deck removed.

When the President's "floating White House," USS Houston, was commissioned early in the 30's, he was attached to the aviation unit and managed to fly over several European countries, including a memorable trip from Le Havre to Paris, where he landed in the Seine river, an unusual feat for a U. S. Navy plane.

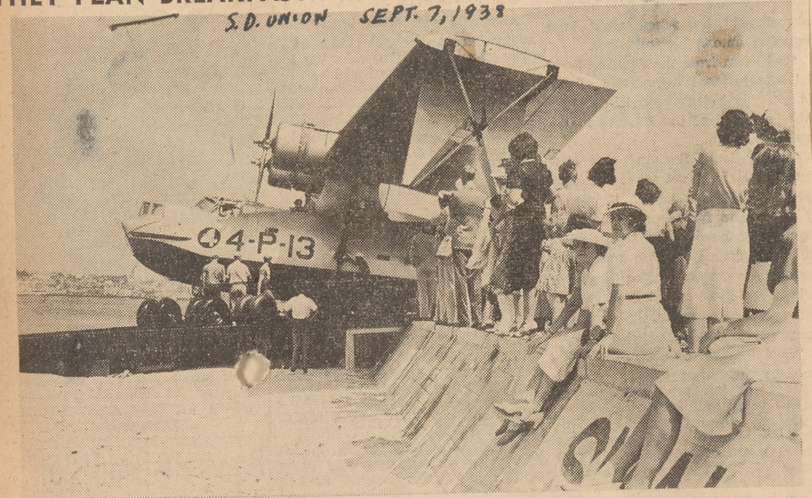
Holds Endurance Record

With Lieut.-Comdr. R. D. Lyon, he still holds the world's endurance record for single-engined seaplanes at Anacostia. The pair remained aloft 21 hours to determine whether the Curtiss had sufficient cruising range to fly the Pacific. Not until some time later did the Navy attempt such a flight, and it ended disastrously under Comdr. John Rodgers. Lieut.-Comdr. Crinkley, by the way, was pilot of one of the three seaplanes which took off from San Francisco for Pearl Harbor; his ship's propeller flew to pieces just outside the Golden Gate, forcing him down and causing him to taxi back to port, the dream of a trans-Pacific flight blasted.

Since 1917, when Lieut.-Comdr. Crinkley joined the Navy to see the world from the air, he has compiled 5000 flight hours.

THEY PLAN BREAKFAST IN PEARL HARBOR THIS MORNING

S.D. UNION SEPT. 7, 1938



Plane 13 of Patrol Squadron 4, Lt. C. R. Robertson at the controls, leaving the Naval Air station seaplane ramp while friends and relatives bid the crew bon voyage.

* * *

Lt. Comdr. A. P. Storrs III (left), leader of Squadron 4's flight to Hawaii, and Lt. A. R. Truslow, squadron navigator.

ron into Honolulu within 18 hours or possibly less. Rain squalls will be encountered 1000 miles east of Honolulu but the planes will be at least 2000 feet above them.

Flying at altitudes varying from

(Continued on Page 3, Col. 2)

17 Planes Hop For Hawaii

18-Hour Flight Seen In Weather Report

Seventeen navy patrol bombers roared toward Hawaii late last night, more than 1320 miles west of here. The squadron commander radioed to naval headquarters here that the planes flew 510 miles between 8 and midnight through fair weather.

* * *

Acting on orders from Rear Adm. Charles A. Blakely, commander scouting force aircraft, who radioed from his flagship, the U. S. S. Wright, 1100 miles west of Pt. Loma, 17 2-motored patrol bombers of patrol squadron 4 took off at 1:40 yesterday afternoon for Honolulu. The squadron was commanded by Lt. Comdr. A. P. Storrs III, member of the navy's famed Sea Hawk aerial acrobatic team.

Adm. Blakely's instructions, which sent the planes into the air a day ahead of the original schedule, were based on meteorological reports which forecast virtually perfect flying conditions along the 2261-mile airway between Pt. Loma and Makapuu Pt., 15 miles from Pearl Harbor.

In addition to the Wright, four destroyers are acting as plane guards. The Simpson is stationed 300 miles from Pt. Loma; the Craven, 731 miles; the Wright, 1105 miles; Sicard, 1483 miles, and the Litchfield, 1863 miles.

18-HOUR FLIGHT SEEN

At 11 p.m. Monday, radio reports from the plane guards clearly indicated that the flight, if started yesterday, would bring the squad-

New Type Of Navy Teamwork Illustrated In Mass Flights Of San Diego Bombers

S.D.SUN SEPT. 5, 1938

Once the Navy's outstanding stunt flier, Lieut. Aaron P. Storrs III, pictured above seated, today is busy with plans for a straight, "on-the-level" flight of 17 patrol bombers he will lead to Hawaii next Wednesday. He is shown conferring with his flight officer and executive officer Lieuts, H. P. Cooper and M. T. Evans, left to right.

Leader of Honolulu Hop Once Thrilled Crowds With Aerobatics

By HAROLD KEEN

Ten years ago this month, Lieut. Aaron P. Storrs III and two flying mates thrilled Americans with the acrobatic feats of the Navy's first stunt trio.

Next Wednesday, piloting his plane quite evenly, exhibiting none of the characteristics that won him international fame a decade ago, Lieut. Storrs will lead a squadron of 17 long-range bombers non-stop across the Pacific on a 2570-mile flight from San Diego to Pearl Harbor.

It will be another milestone in a colorful career, and graphically represents the contrast between Navy flying of 1928 and 1938.

Three "Sea Hawks"

Ten years ago, Navy aviation was acclaimed for the difficult precision stunt flying of the daring "Sea Hawks." Today, it no longer encourages the inverted flying and formation acrobatics which electrified the spectators at the 1928 National Air Races; instead, its giant airboats span the Pacific to Hawaii and vault into the tropics at the Canal Zone in groups of 12, 14, 17 and 18 at a time with business-like efficiency. The achievement of Lieut. Storrs and his fellow aviators this week wil exhibit the Navy's new kind of teamwork.

No Navy air unit has ever approached the famed "Sea Hawks" for glamor and thrill. The three fliers consisted of Lieut. Storrs, Lieut. W. V. Davis, and Lieut. D. W. "Tommy" Tomlinson.

Just Like Puppets

They were members of the same section of Squadron VB-2, attached to the aircraft carrier Saratoga. During military maneuvers near San Diego in their speedy little Boeing F2-B's, the three lieutenants suddenly realized that their flying abilities were attuned to each other, that they could put their planes through the most intricate tactics as though they were tied together by a puppeteer's string.

That gave Lieut. Tomlinson, since resigned from the service, and now one of TWA's vice presidents, the idea of the stunt team, Lieut. Storrs recalled yesterday.

They gained their reputation in the 1928 air races. During that year—1928—thousands of persons throughout the country watched the amazing "Sea Hawks" in dedications of air ports, aviation meets, etc.

Then Transferred

This remarkable team ended its comparatively short existence when the inevitable Navy orders transferring each man to other duty were issued. Today, Lieut. Davis, who also is renowned for his job of flying the winning plane with Art Goebbels in the Dole transpacific race, is a member of Squadron VO-3 on the battleship Idaho.

Lieut. Storrs will be the first officer with a rating lower than lieutenant-commander to lead a mass flight of Navy PBY bombers to distant bases. He was named commanding officer of Patrol Squadron Four last January, was relieved in July by Lieut. Comdr. Robert Fuller, and then resumed command about two weeks later when the latter fell ill. In the Hawaii flight, he will be responsible for 17 bombers, each worth $200,000, and the lives of 36 officers and 83 enlisted men, who are listed below in the planes they will occupy:

How They'll Fly

4-P-1

Lt. A. P. Storrs, Lt. A. R. Truslow Jr, Boas, W. H., ACMM (NAP), Tyler, H. M., ACMM, Rice, E., AOM1c, Spagnola, R., CRM., Buckley, O. B., RM1c.

4-P-2

Lt. (jg) L. A. Arthur, AvCad. C. G. Mead, Bode, E. W., ACMM (Nap), Jaynes, J. B., AMM1c, Seaman, M. D., AMM3c, Alleman, S. F., RM1c, Reagan, D. E., ACMM.

4-P-3

Lt. (jg) T. B. Payne, AvCad R. H. Proctor, Oliver, H. L., AMM1c (NAP), Bartz, H. F., AMM1c, Powe, F. E., AMM2c, Thomas, R. C., RM2c, STENSO, J. E., ACMM.

4-P-4

Lt. M. T. Evans, AvCad J. A. Baker, O'Donnell, E. A., ACMM (NAP), Markman, S., ACMM, Williams, L., AMM3c, Casey, H. L., RM1c,Roth, H. G., AOM1c.

4-P-5

Lt. (jg) J. S. Anderson, AvCad B. W. Dunlop, Ruzak, J. J., AM1c (NAP), Johnson, R. C., AMM1c, Martin, G. L., AMM3c, Gay, E. L., AMM3c, Hooper, A. H., RM1c.

4-P?6

Lt. (jg) W. P. Woods, AvCad J. L. Elwell, Marshall, J. K., AMM2c (NAP), Lundquist, E. C., AMM1c, Owings, K. E., AMM3c, Bridges, J. D., S1c, Masterman, H. W., RM3c.

4-P-7

Lt. (jg) B. M. Stream, Av. Cad. T. H. Bothwell, Hundley, D. W., Acmm (Nap); Yaden, C. D., AMMlc; Ostermeier, R. D., AMM3c; Befus, V., RMlc; Nilles, G. J., RM-3c.

4-P-8

Lt. J. J. McRoberts, Av. Cad. J. R. Jadrnicek; Wolf, E. C., AOM2c (NAP); Cooper, J. T., AMMlc; Kelley, J. R., AMM3c; Barnum, K. E., RM2c; Cansancio, M., Matlc.

4-P-9

Lt. (jg) E. L. Farrington, Av Cad. G. J. Frauenheim, Lukacik, S., AMMlc (NAP); Pittam, G. E., AMMlc (NAP); Hale, W. C., AMMlc; Baker, J. T., AMM2c; Swapp, W. H., RM3c.

4-P-10

Lt. H. P. Cooper, AvCad. E. P. Fordam, AvCad. W. E. Hardy, WHITT, A. J. W., ACMM; Fischer A. D., AMM3c; Norwood, C. H. CRM; Thompson, R. E., RM3c.

4-P-11

Lt. (jg) H. T. Johnson, AvCad. F. L. Curtis, McLeod, N. W., AM-M3c (NEP); Perrington, J. P., AMMlc; Hoover, J. R., AMM3c; Bullman, H. A., RM2c; Keller, C. H., Y.3c.

4-P-12

Lieut. (jg) L. H. McAlpine, Aviation Cadet W. P. Rippey, Doggett, B. M., RM2c (NAP); Hays, G. B., AMM1c; Aeschliman, E. F., AMM2c; Ward, J. P., RM3c; Johnson, G. D., ACCM.

4-P-13

Lieut. (jg) C. E. Robertson, Aviation Cadet C. H. Vackert, Humphreys, M. E., AMM2c (NAP); Frye, K. L., AMM1c; Nelson, C. J., AMM2c; Hughes, L. A., RM3c; Gregg, P. J., ACMM.

4-P-14

Lieut. (jg) W. E. Shafer, Aviation Cadet B. K. Laing, Vanbibber, C. E., AMM2c (NAP); Dunlap, L. A., AMM1c; Jamieson, G. A., AMM3c; Cutright, J. S., AMM2c; Nunley, L. D., RM3c.

4-P-15

Lieut. (jg) R. M. Gibbons, Aviation Cadet J. M. Robertson, Aviation Cadet H. D. Hill; Quigley, J. B., ACMM; Ricci, L. J., AMM2c;; Mickle, R. G., AMM3c; Keller, K. M., RM3c.

4-P-16

Lieut. (jg) R. W. Mackert, Aviation Cadet E. L. Seaborn, Derry, D. B., ACM (NAP); Bartens, C. F., AMM1c; Holt, R. J., AMM2c; Mayer, A., CRM; Taylor, AMM2c.

4-P-17

Lieut. (jg) D. C. Goodman, Aviation Cadet W. P. Rick, Atwell, M. K., AMM1c (NAP); Miller, J. B., AMM3c (NAP); Wendel, A. E., ACMM; Stoltenberg, H., AMM2c; Buchwald, D. C., RM3c.

NAVY SET FOR MASS FLIGHT

14 Patrol Bombers To Hop To Zone Wednesday

S.D.SUN AUG. 29

Ninety-eight officers and men of Patrol Squadron 5 today completed preparations for the 3100-mile mass flight of 14 bombers from San Diego to the Canal Zone, scheduled Wednesday, weather permitting.

The planes will take off from the harbor at 10 a. m. and will fly down the west coast of Mexico and Central America, crossing Nicaragua jungle country to the Caribbean sea and on to Coco Solo.

4 Ships on Route

Four warships will stand "guard" along the flight route, furnishing advance weather information and rushing to the planes' assistance of necessary.

The flight will be the sixth of its kind since January, 1937, when 12 Consolidated PBY planes were "ferried" to Pearl Harbor.

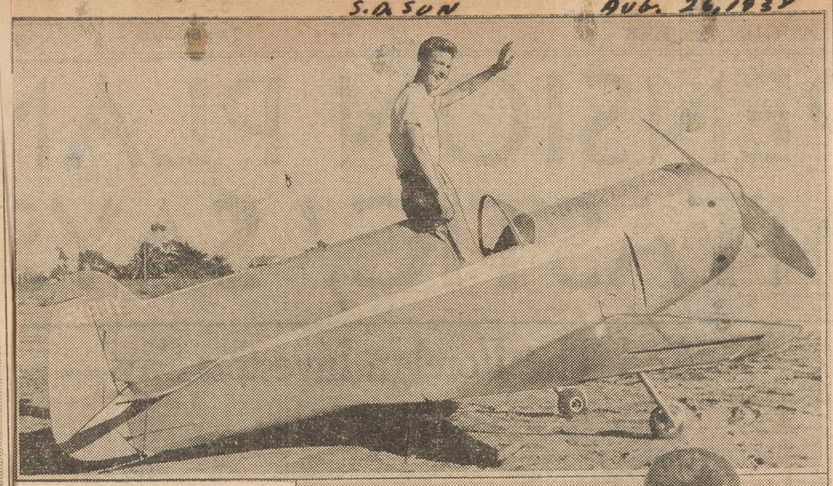
25-Hour Hop

Although estimated time of the flight is 25 hours, officers today felt they could equal Patrol Squadron 2's record-breaking time of 22 hours, 20 minutes, set last Dec. 8-9.

Leader of the squadron will be Lieut.-Comdr. W. K. Berner, whose executive officer is Lieut Harold B. Miller.

Tiny Wings To Bear S. D. Invitation

S.D.SUN AUG. 26, 1938



On the wings of the "flying beetle" pictured above with its pilot, Walter McClain, will go San Diego's invitation to the world's premier aviators to participate in an air show to feature San Diego's quadricentennial celebration in 1942. En route to the National Air Races with the plane today are Mr. McClain and L. M. McCannon, one of its builders, shown right to left below.

S. D. 'Flying Ambassador' Off To Cleveland Races

San Diego's "flying ambassador," a locally-built vest-pocket airplane that will seek speed laurels in the National Air Races Sept. 3 to 5, left today for qualifying tests in Cleveland.

Securely lashed to a trailer, the tiny craft, which is only 12½ feet long and three feet 10 inches high, bore the title "San Diego Flagship, Aviation Capital of America" in neat blue and gold letters. The name "Flagg" was given the ship in honor of its designer, C. C. Flagg, of San Diego.

Escorting the plane east are L. M. McCannon and Lionel Machado, two of the men who helped build it, and Walter McClain, San Diego Flying Club instructor and veteran flier who will pilot the craft in the National Air Races.

With the plane goes an invitation to the greatest aviators of the world, gathered in Cleveland, to participate in an elaborate air show and water carnival scheduled for 1942—the 400th anniversary of Cabrillo's landing at Point Loma.

The trip's costs, $300, is being borne by the City Council. The plane is sponsored by the Junior Chamber of Commerce.

Mr. McClain said yesterday that the ship will seek to set new world's records in the 100 kilometer and 500 kilometer races for planes of this class.

S.D. Tribune 8/29/38

98 S. D. Fliers Leaving Wednesday On Non-Stop Dash to Coco Solo

Bound for Coco Solo, C. Z., 98 officers and men will take off from San Diego Wednesday in 14 navy bombers of patrol plane squadron 5, according to announcement today by aircraft scouting force authorities. The planes, expected to leave the waters of San Diego bay during the morning hours, will be in the air an estimated 25 hours on the 3051-mile flight.

Lt. Comdr. W. K. Berner will command the flight, which is described as a "routine delivery of new equipment to the fleet air base, Coco Solo," where the planes will be stationed as part of Patrol Wing 3. The flight will be made by planes of the PBY-3 type, manufactured by the Consolidated Aircraft Corp. plant here.

Undertaking a non-stop flight, the bombers will follow in general the regular steamer routes on a direct course to Coco Solo.

Four navy ships will be located along the route of the flight to furnish weather information and act as guard ships. The new destroyer Selfridge will be located off Cape Falso, Lower California; the light cruiser Raleigh off Acapulco, Mex.; the seaplane tender Thrush at the Gulf of Fonseca, and the seaplane tender Gannet at Chiriqui lagoon, Republic of Panama.

The list of the planes' crews assigned for the flight is as follows:

5-P-1—Lt. Comdr. W. K. Berner; Av. Cadet W. G. Von Bracht, L. L. Hughes (N.A.P.), ACMM; R. T. Bruton, ACMM; W. M. Allen, AMM3c; J. C. Lawrence, CRM; A. H. Borresen, RM2C.

5-P-2—Lt. F. Funke jr.; Av. Cadet Mehrman, W. R. Van Liere (N.A.P.), AMM3c; C. Sjurson, AMM2c; G. E. Bullis, RM3c; C. W. Pittan, RM3c.

5-P-3—Lt. S. P. Weller; J. E. Hurley (N.A.P.), AMM1c; W. R. Shaver (N.A.P.), AMM2c; H. G. Dunn, AMM1c; V. J. Harigel, AMM3c; J. Wilhelm, RM2c; G. G. Alexander, RM3c.

5-P-4—Lt. R. R. Johnson, Av. Cadet P. C. Griggs, E. J. Kolazyk (N.A.P.), AMM1c; C. L. Clarke, ACMM; R. C. Mauldin, AMM3c; G. C. Gardner, RM1c; D. Vander Veen, RM3c.

5-P-5—Lt. B. V. Clark; Av. Cadet H. R. Swenson, J. A. O. Turcotte (N.A.P.), AMM2c; A. G. Straley, AMM1c; O. F. Keith, AMM2c; J. W. C. Edmonds, RM2c; J. A. Ceresna, AOM1c.

5-P-6—Lt. (jg) J. G. Craig; Av. Cadet W. R. Turner, R. L. Cousineau (N.A.P.), ACM1c; W. L. Porter, AMM1c; R. R. Abbott, AMM2c; H. C. Boutte, RM3c; T. A. Said (N.A.P.), RM2c.

5-P-7—Lt. H. B. Miller; Av. Cadet A. V. Parunak, W. O. Needham (N.A.P.), AMM1c; H. R. Davenport, ACMM; C. A. Johnston, AMM3c; S. Girard, CRM; J. A. Barnes, RM3c.

5-P-8—Lt. A. W. McKechnie; Av. Cadet N. C. Porter; E. F. Dyer (N.A.P.), AMM2c; J. L. Joyce, AMM1c; T. T. Smith, AMM2c; T. W. Wheeler, RM2c; G. H. Bloodworth, RM3c.

5-P-9—Lt. (jg) M. G. O'Conner; Av. Cadet W. F. Dawson, J. W. Irby (N.A.P.), AMM2c; R. E. Shackelford jr., AMM1c; N. E. Perkins, AMM2c; H. C. Stempfel, RM2c; A. L. Garris, RM3c.

5-P-10—Lt. W. C. Asserson jr.; Av. Cadet R. G. Touart, L. B. Williamson (N.A.P.), AMM3c; T. J. Murray, ACmm; O. K. Thomas, ACMM; F. E. Sileo, RM3c; R. A. Kulig, RM3c.

5-P-11—Lt. J. S. Thach; Av. Cadet J. C. Skoroz, E. L. Collins (N.A.P.), AMM2c; W. Russell, AMM1c; G. W. Blair, AMM3c; C. W. Kreiger, RM2c; D. H. L. Rohde, RM3c.

5-P-12—Av. Cadet J. P. Sager; R. L. Nichols (N.A.P.), AMM1c; P. A. Porter (N.A.P.), AM2c; P. D. Dovell, AMM1c; J. F. Wake, AMM3c; H. G. Allison, RM2c; O. R. Smith, AOM1c.

5-P-14—Av. Cadet W. L. Meili; Av. Cadet O. A. Finley, L. R. Ware (N.A.P.), ACMM; C. Wright jr., AMM2c; W. J. Diestel, ACMM; C. B. Diehl, ACM; R. M. Nichols, RM2c.

5-P-15—Av. Cadet Eastman; A- Cadet R. D. Hutchins, R. C. Wi (N.A.P.), AMM1c; J. A. F AMM3c; V. B. Rigdon, ACM Wotring, AMM1c; A. F RM3c.

Leaders Of Navy Flight

S.D. SUN AUG. 30, 1938

Leaders of the non-stop 3100-mile mass flight of 14 bombers from San Diego to the Canal Zone tomorrow will be Lieut. Comdr. W. K. Berner, commanding officer of Patrol Squadron Five, at left, and Lieut. Harold B. Miller, executive officer.

☼ ☼ ☼

Navy Doctors Test Fliers' 'Night Eyes'

Experiments Launched After Recent Patrol Bomber Crashes In Bay; Canal Hop Pilots Examined

Navy doctors at North Island are experimenting with methods of testing ability of aviators to discern objects in darkness, it was learned today.

Great significance is attached to the tests, especially as a result of the fatal crashes of two patrol bombers in San Diego harbor Aug. 15, when the pilots apparently misjudged proximity of the water in night practice landings. It has been pointed out that, without float lights to mark off a landing area in the bay, night landings are very hazardous in the PBY airboats.

Squadron Five 'Tested'

The experimental tests have been made on flight personnel of Patrol Squadron 5—98 officers and enlisted men who will take off in 14 patrol bombers tomorrow morning on a non-stop hop to the Canal Zone.

With the successful completion of this latest Navy adventure in the air, 82 long-range Consolidated airboats will have been delivered to the Pearl Harbor and Coco Solo bases since January, 1937. Three "ferry flights" will have been made to each station from San Diego.

Tomorrow's dash down the west coast of Mexico and Central America, and across Nicaragua to the Canal Zone will be similar in several respects to the last non-stop flight of Navy planes to Coco Solo.

Route Pioneered

On Dec. 8-9, 1937 14 bombers of Squadron VP-2 flew the exact route to be followed by Squadron VP-5 in 22 hours, 20 minutes, more than five hours better than the first San Diego-to-Coco Solo flight of 12 planes last year.

The navigator on that flight, Lieut. B. V. Clark, also will chart the route for tomorrow's trip. He has been especially careful the last few weeks about where he steps. Only a short time before Patrol Squadron 2 took off last December, Lieut. Clark tripped over a railroad track at the Air Station, broke his leg and almost didn't go along with his flying mates.

Five "Veterans" On Hop

In addition to Lieut. Clark, there will be five more veterans of that VP-2 flight. They include Lieut. W. C. Asserson Jr., structures officer of Squadron VP-5, and Aviation Cadets Eastman, Hutchins, Meili and Finley. The latter quartet will pilot the two spare planes which have been assigned to Squadron 2.

For 215 miles—from Corinto on the west coast of Nicaragua to San Juan Del Norte on the east coast—the fliers will traverse jungle country and the inland Lake Nicaragua, following the proposed line of the Nicaraguan Canal which San Diego's Rep. Ed V. Izac has championed in Congress.

Four warships will serve as "plane guards." The Raleigh, homeward bound after more than two years absence in the Mediterranean and on the east coast, will be off Acapulco, Mexico, the local 1850-ton destroyer Selfridge will be stationed at Cape Falso, Lower California, and the aircraft tenders Thrush and Gannet will be at the Gulf of Fonseca and Chiriqui Lagoon, Panama, respectively.

100 S. D. Navy Fliers Ready For Mass Flight To Pearl Harbor

S.D. SUN AUG. 31, 1938

16-Plane Hop Scheduled For Next Week; Lieut. Storrs To Command Squadron

With the 14 planes of Patrol Squadron Five off on their non-stop flight to Coco Solo, Canal Zone, today, more than 100 officers and men of Patrol Squadron Four entered the final week of training for their 16-plane hop to Pearl Harbor.

Squadron VP-4's tentative takeoff date is set for exactly one week from today, although unfavorable weather may cause a change in the present schedule.

Acting Commander

Leader of the Hawaii air jaunt will be Lieut. Aaron P. Storrs, 3rd, Navy ace who is acting commander of the squadron while Lieut.-Comdr. Robert L. Fuller is undergoing observation at San Diego Naval Hospital.

Lieut.-Comdr. Fuller originally was to have led the flight, but became ill recently, and is receiving metabolism tests at the hospital, it was reported today. He was commander of the San Diego-based Patrol Squadron Seven when it was awarded the Herbert Schiff Memorial Trophy last November for the best safety record of any air unit in the Navy.

When Patrol Squadron Four lands at Pearl Harbor, 98 Consolidated PBY bombers will have been delivered in seven non-stop flights to Hawaii and the Canal Zone within the past 20 months. The potential record would have been an even 100, had not two airboats of Patrol Squadron Five crashed in the harbor Aug. 15 while making night practice landings. Twelve long-range seaplanes have been "ferried" to the Sand Point Naval Air Station at Seattle, Wash.

Almost all of the 209 bombers ordered by the Navy from Consolidated Aircraft Corp. in four separate contracts have been delivered, with the firm now turning out the PBY-4 type, of which 33 were ordered.

Meanwhile, a Navy Trial Board from Washington, D. C. is conducting exhaustive tests on Consolidated's experimental four-motored plane. It is understood that a two to three-million dollar production contract on these air leviathans is awaiting either Consolidated or Sikorsky Aircraft Corp., both of whom spent more than two years engineering the Navy's largest airboats.

The mass flights today and next week will, if operating conditions are favorable, attempt to better the present Navy records to the Canal Zone and Hawaii.

Standout Performance

Last December, 14 planes of Patrol Squadron Two negotiated the 3100 miles from San Diego to Coco Solo in 22 hours, 20 minutes, and last January, the Navy's most spectacular aviation achievement took place, with the successful delivery of 18 bombers to Hawaii in 20 hours, 30 minutes.

Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, has conservatively estimated that 25 hours will be required for today's flight, but squadron leaders believe they can make it in 21 or 22 hours.

With a fair "break" in tail winds on the Pearl Harbor trip, Patrol Squadron Four might easily shatter the present record, coming close to Richard Archbold's time of slightly more than 18 hours two months ago in his "Guba," a commercial adaptation of the PBY type.

STORM IN PATH OF NAVY FLIERS

14 Bombers Take Off For Canal Zone

S.D. SUN AUG. 31, 1938

BULLETIN

Averaging 120 miles per hour, 14 Navy bombers en route from San Diego to the Canal Zone were 180 miles south of here at 11 a. m. today.

With a tropical storm confronting them off the Central American coast along their flight route, 14 PBY patrol bombers of Squadron VP-5 took off from San Diego harbor soon after 9 a. m. today for the Canal Zone.

The planes will fly 3100 miles non-stop to the Fleet Air Base at Coco Solo. The flight crews of 98 officers and men are commanded by Lieut. Comdr. Warner K. Berner.

A last-minute conference was held this morning aboard the Aircraft Scouting Force flagship USS Wright between Lieut. Comdr. Berner and Rear Adm. Charles A. Blakely to determine if any chnges in flight plans are necessary as a result of the tropical disturbance.

The airboats will fly in formation down the Mexican and Central American coasts at about a

Turn to Page 2, Col. 8.

(Continued from Page 1)

10,000-foot altitude. They will be "protected" by four warships stationed at intervals along the flight route—the Selfridge, at Cape Falso, Baja California; the Raleigh, at Acapulco, Mexico; the Thrush, at Gulf of Fonseca, and the Gannet, at Chiriqui Lagoon.

Hurricane's Tail-End

Rear Adm. Blakely declared, just before the takeoff, that the disturbance appeared to be the "tail-end" of a hurricane which swept across the Caribbean Sea several days ago. Weather conditions along the route were described as "average," with the usual squalls to be expected as the squadron nears the Canal Zone.

Today's takeoff was the speediest and smoothest of all six delivery flights to Pearl Harbor and Coco Solo in the past 20 months. Slightly more than one-half hour after Lieut. Comdr. Berner's plane was launched, all were in the air and proceeding to a 10,000 rendezvous above the Baja California coast.

Little Wind

The bay was glassy and there was little wind to help lift the 13-ton airboats from the water.

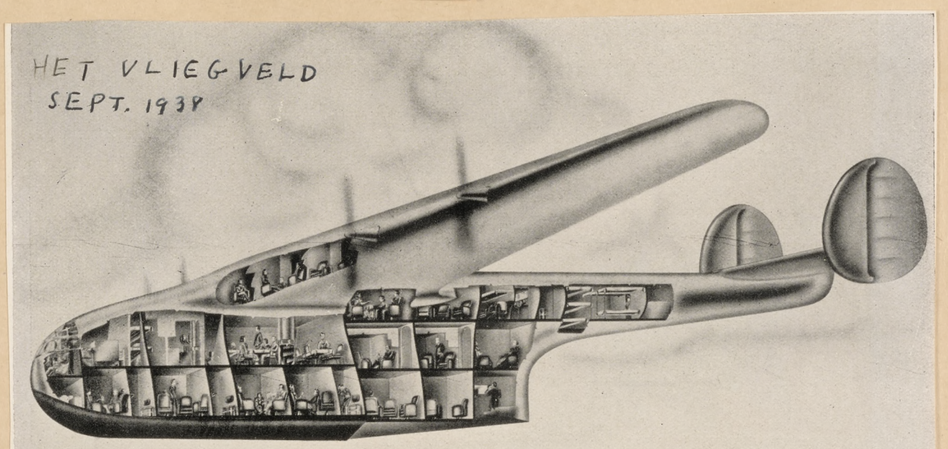
If the squadron's performance is similar to that of the 14-plane unit which flew from San Diego to the Canal Zone last December, the airboats should complete their flight at about 7:30 a. m. (P. S. T.), tomorrow, after a 22-hour jaunt.

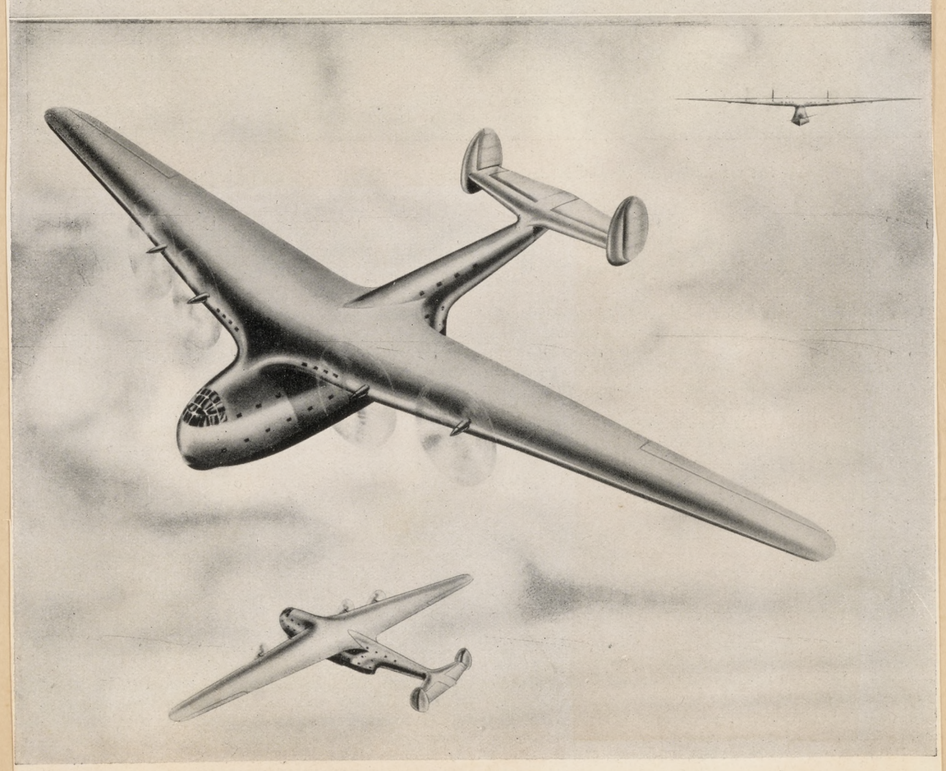
HET VLIEGVELD MARCH 1938

Een luchtreus voor de Amerikaansche Marine. 't Is de Consolidated XPB2Y—1, met vier Pratt & Whitney motoren, van 1050 pk elk. De gepatenteerde drijvers, vormen in opgetrokken toestand, de vleugeltips.

Our Navy October 1938

HET VLIEGVELD SEPT. 1938





OCEAANVLIEGBOOT-ONTWERP VAN CONSOLIDATED VOOR DE PAN AMERICAN AIRWAYS COMPETITIE

14 S. D. Planes 1880 Miles South on Panama Hop; Voyage 'Uneventful' But Storm Area Near

S.D. UNION SEPTEMBER 1, 1938

Local Craft Get Into Air Quickly; To Defend Canal

At 11 last night, 13½ hours after they took off from here, 14 naval seaplanes bound for Panama were 1880 land miles from San Diego, North Island naval officials reported. Radio bulletins from the flight commander said the flight was "uneventful." Best mileage recorded was 150 miles in an hour. The planes were aided by a light tail wind and were reported entering a storm area.

Exhibiting the masterly airmanship that has become traditional with the navy's big airboat flying operations, 14 pilots of Patrol Squadron 5 took off from the bay starting at 9:10 a.m. yesterday and an hour later, in open squadron formation, were winging their way to Coco Solo at the eastern entrance of the Panama canal.

The huge airboats, weighing a total of more than 180 tons, were aloft in exactly 21 minutes from the time the flagplane, piloted by Lt. Comdr. W. K. Berner, was launched from the Naval Air station ramp. The average run of each plane on the take-off before they lifted clear of the water was less than 300 yards. As daylight showed between the glistening hull and the bay the pilots pulled in the wing tip floats, thereby adding at least 15 knots speed to the airboats.

AVERAGE WEATHER

Reports received by Rear Adm. Charles A. Blakely, aircraft scouting force commander, from the four plane guard ships scattered along the 3000-mile course, indicated the squadron would encounter average weather conditions over a flight of such length. Both head and tail winds will be met with but no rains.

The most difficult leg of the flight over the international airway was scheduled to be flown between 2 and 3 o'clock this morning, when the airboats will traverse the 215 miles of jungle country extending from the Gulf of Fonseca to Juan del Norte on the east coast of Nicaragua. Here the route followed a section of the proposed Nicaraguan canal.

The plane guard ships and their respective stations along the flight track are: Destroyer Selfridge, Cape Falso, Lower California; cruiser Raleigh, Acapulco; aircraft tender Thrush, Gulf of Fonseca; aircraft tender Gannet, Chiriqui lagoon in the Caribbean.

Arriving at Coco Colo in time for a late breakfast this morning, Patrol Squadron 5 will become a unit of Patrol Wing 3, commanded by Capt. Frederick C. Sherman. A total of 46 long-range patrol bombers are based in the Canal Zone.

Next Wednesday at almost the same hour, 16 airboats of Patrol Squadron 4, commanded by Lt. Comdr. A. P. Storrs III, will leave San Diego for a nonstop flight to Pearl Harbor.

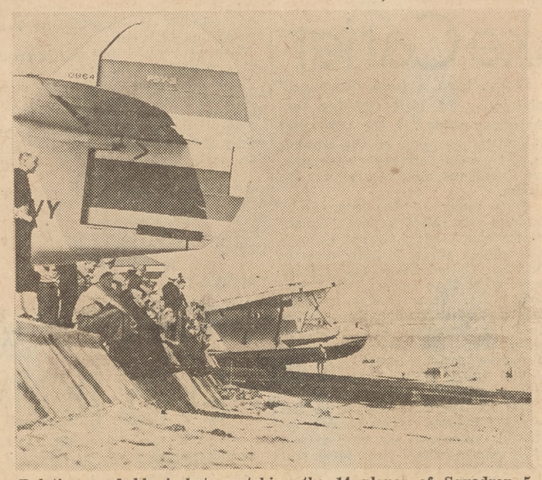
WRIGHT TO SAIL

Four destroyers and the aircraft tender Wright, flagship of Adm. Blakely, will act as plane guards on this flight to the crossroads of the Pacific. The Wright will sail at 2 p.m. tomorrow. While at Pearl Harbor Adm. Blakely will inspect the six squadrons of patrol bombers based at the Hawaiian naval base and is scheduled to make a number of flights with the planes before he returns here on the Wright, Oct. 1.

The third and last mass flight of navy patrol bombers this year will take place early in December when 16 Consolidated-built planes of Squadron 1, commanded by Lt. Comdr. Sam L. La Hache, will leave San Diego for Pearl Harbor.

This will bring the total number of airboats ferried to Panama and Hawaii in the last two years to 130.

Patrol Plane 10 of Squadron 5, folding in its pontoon wings as it takes off for the 3000-mile sustained flight to Panama. Like its sister airboats, 5-P-10 took less than 300 yards for the take-off.



Relatives and bluejackets watching the 14 planes of Squadron 5 being launched yesterday for the flight to Panama.

NAVY BOMBERS PLAN FLIGHTS IN SOUTH SEAS

New Destroyers To Have 'Shakedown' Tests In Same Waters

S.D. SUN SEPT. 14, 1938

Extensive maneuvers by the Navy's new long-range patrol bombers in the South Pacific will be conducted this week out of Pearl Harbor under direction of Rear Adm. Charles Blakely, the United Press reported from Honolulu.

Seventeen of these Consolidated PBY planes were delivered to Hawaii last week in a non-stop flight. Rear Adm. Blakely arrived in Pearl Harbor from San Diego Sunday aboard his flagship, the USS Wright, which served as a guard ship along the flight route.

The planes may visit Johnston Island, French Frigate Shoals and other South Pacific points in the Navy's general program of familiarizing its pilots with the area surrounding Hawaii in case the need ever arose to ferret out an enemy approaching the strategic islands.

Cruise for New Ships

Lending further significance to the exercises will be the "shakedown cruises" of two newly commissioned destroyers, the McCall and the Maury, both of which will be stationed in San Diego. The McCall today was enroute south from Honolulu on a journey expected to take it as far as Tahiti, while the Maury is reported due in Hawaii within a fortnight, and possibly will include Auckland, New Zealand, and Adelaide, Australia, in its itinerary.

The plane exercises and the cruises of the two destroyers will serve to consolidate naval and aerial defense lines in the Pacific, Honolulu observers pointed out. In co-operation with the French and British, such a line would stretch from Singapore across the east South Pacific, through French Tahiti to the Panama Canal, with Honolulu and Alaska forming a right angle axis flanking the North American continent.

Australia Prepares

In this connection was recalled the visit of the Australian cruiser Achilles to Honolulu last year, and the return visit of the American cruisers Milwaukee, Louisville, Memphis, and Trenton to Australia thereafter, which emphasized the friendly relations between the British and U. S. navies.

Australia at present is rushing defense measures with 11,531,000 pounds appropriated in the 1937-38 fiscal year and planned expenditures for defense purposes of 24,850,000 pounds in the next three years. Australia also is reported planning to increase its airforce by at least 198 first-line planes.

The New York Times

THE UNITED STATES NAVY TESTS ITS NEWEST FLYING BATTLE-SHIP.

A four-motored patrol bomber, said to be the most heavily armed craft of its size in the world, photographed from above while making an hour's flight from San Diego Harbor in the course of its final acceptance tests. It was built by the Consolidated Aircraft Corporation at a cost of $1,000,000, and has a flying range of 5,000 miles.

(Times Wide World Photos, Los Angeles Bureau)

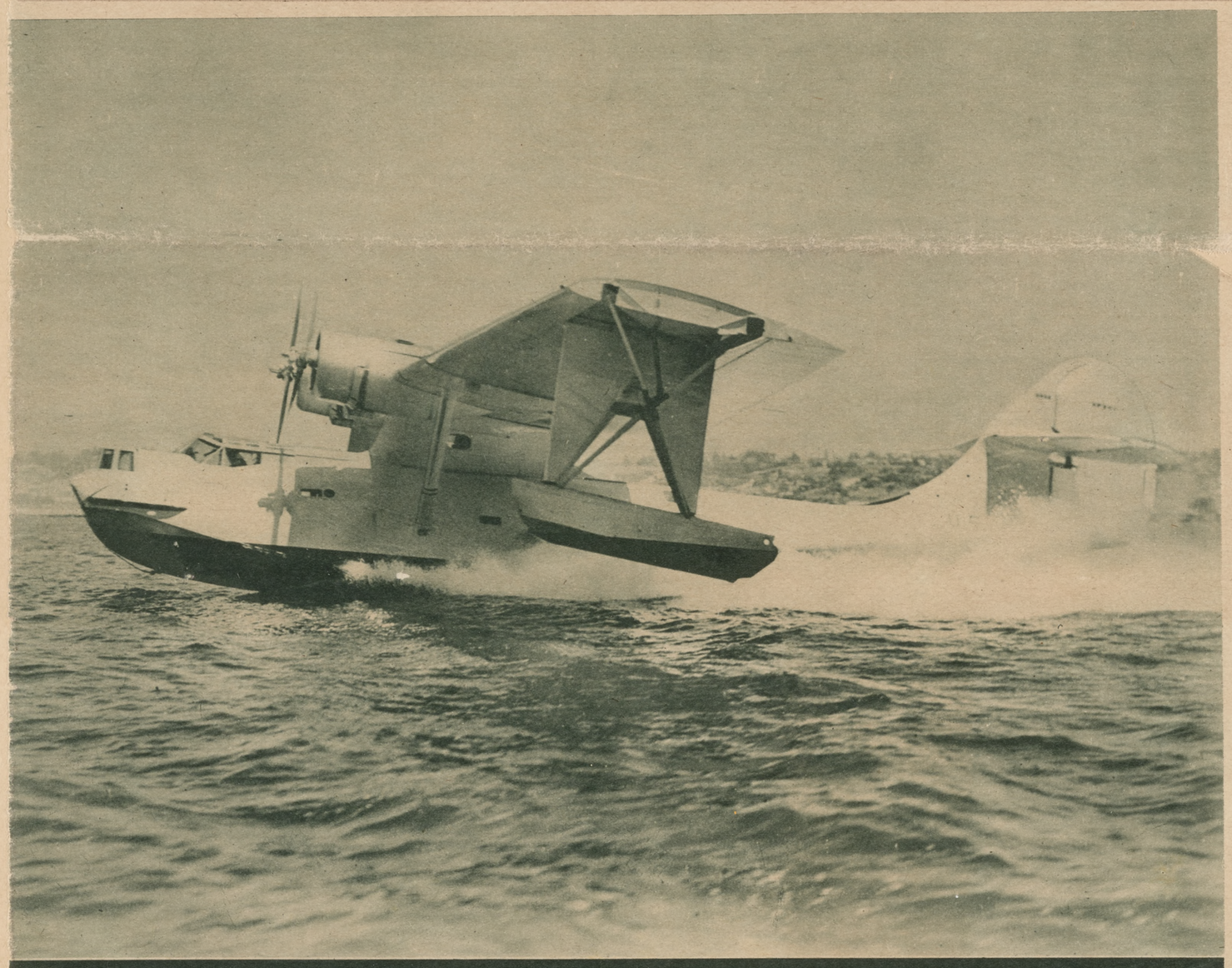
No. 5 DERDE JAARGANG VRIJDAG 17 SEPTEMBER 1937

de Vliegsport

8 CENT

HET POPULAIR GEÏLLUSTREERD WEEKBLAD OP LUCHTVAARTGEBIED
WAARIN OPGENOMEN DE OFFICIEELE MEDEDEELINGEN VAN DE **CENTRALE JEUGD COMMISSIE VAN DE KON. NED. VER. VOOR LUCHTVAART,** ALSMEDE VAN DEN **BOND VAN NEDERLANDSCHE ZWEEFVLIEGCLUBS** (B.N.Z.C.)
ABONNEMENTSPRIJS: f 1.25 PER HALF JAAR, FRANCO PER POST VOOR GEHEEL NEDERLAND.

UITGEVERS-MAATSCHAPPIJ „C. MISSET" N.V. DOETINCHEM.



De Consolidated PBY-1 in de start.

NIGHT LIGHTING USED OFTEN FOR LANDINGS BY ARCHBOLD

TRIBUNE 9-13-38

Recent night-lighting exercises carried on by navy planes off Pt. Loma, when brilliant parachute flares were dropped, have a counterpart in night landings being made by Richard Archbold, heading a scientific expedition in New Guinea after a transpacific flight from San Diego in a Consolidated Aircraft Corp. PBY plane, the Guba. Ken Jackman, in an article entitled "Man-Made Sunshine" appearing in the current issue of Consolidator, monthly publication of the aircraft firm, describes Archbold's use of night lights and writes of other features of lighting, in part, as follows:

"Seldom do we realize how helpless we would be without some form of man-made sunshine. Not only can we dispel darkness by artificial illumination, but we can also, by photographic means, see objects outside the limits of human vision. But to realize how dependent man is on his man-made sunshine (of the simple form that dispels darkness) imagine how curtailed would be Capt. Richard Archbold in Dutch New Guinea without artificial illumination.

"With the tardy arrival of the steamer bringing mail from home, Archbold knew that the Guba would have to make its first night landing on Lake Habbema. The take-off from Hollandia on the sea coast is uneventful. In a short while complete darkness settles as the plane soars up and on. Then in a few minutes the welcoming glow of the cooking fires of the base camp is discernible, where the base camp will greet the approaching plane on this lake at the 11,500 foot altitude.

"Yes, there are the groups of campfires on the lake's edge. How different and uninviting is the water at night! All landmarks, except for those pinpoints of light are lost in the gloom below the plane. Rogers at the controls, knows that the landing will have to be made by keeping those camp fires 15 points off the port bow. Just to be doubly sure a circuit of the landing area is made. The altimeters, reading zero at Hollandia indicate 12,200 feet . . approximately 700 feet above the lake's surface. Someone at camp has heard the motors and is gyrating a flashlight. Almost directly above the fire Rogers pulls a handle. Suddenly the jungle and surrounding area is bathed in the brilliant glow of a swaying parachute flare. This 300,000 candlepower will last for only three minutes, so he quickly swings the PBY around, settling and keeping the campfires off the port bow, switches on his landing lights and bow searchlight and makes his landing. The night flight is completed without incident.

"Note that even the modern explorer-pilot in an outpost of civilization, is dependent on powerful flares, searchlights, luminous panel instruments, camp fires and landing lights . . . all man-made sunshine."

TRIBUNE SEPT. 14, 1938

Firm Buyer Of S. D. Plane For Surveys

A non-military adaptation of Consolidated Aircraft Corp.'s famed PBY navy patrol bombing plane has been purchased by American Export Airlines, Inc., the airlines' president, W. H. Coverdale, announces.

The plane will be used in making long-range survey flights across the Atlantic preparatory to inauguration of regular passenger and freight service to Europe.

Brought to light by the news was establishment of American Export, for 20 years operators of American flag steamships to Mediterranean and Black sea ports, as a direct rival of Pan-American Airways for the transatlantic trade.

Pan-American, believed to have been assured of a huge United States mail subsidy, has been pointing toward the inauguratoin of the transocean run for some time. The line already has established, without opposition, transpacific and inter-America service.

Important Role Seen

Choice of the Consolidated plane by American Export may indicate that the San Diego-built ships may play an important part in development of ocean air travel.

The plane, which will be used in charting routes to principal European countries, North Africa and Asia Minor, will weigh 15 tons and will cost $200,000. It will carry crew of six and will be fitted for survey flights. At cruising speed, the ship will have a range of 4000 miles with a payload of 2000 pounds and the crew.

Specifications for larger, faster and more luxurious aircraft for nonstop transatlantic passenger, mail and express service now are in the hands of American Export, Consolidated officials announced.

The line plans to coordinate closely the long-established steamship services with the proposed airlines. Ships along the routes to be flown will serve as weather observatories and mobile bases. Officers of the line's ships have been undergoing training for this service in the last year, it was revealed.

17-17-17 Spells New Consair Hop Record

To set a new mass flight record to Honolulu last week, 17 Consolidated patrol planes of the Navy took 17 hours and 17 minutes. The record bests the Navy's previous mark of 20½ hours, and also improves upon Richard Archbold's 18-hour-7-minute record in the Guba, another Consolidated plane, last June. S.D.Cl Tribune 9/14/38

Collier Trophy Awarded Army

S.D. UNION SEPT. 16 1938

WASHINGTON, Sept. 15 (A.P.)—The National Aeronautics association today awarded the Collier trophy to the army air corps for having "designed, constructed and completely equipped the XC-35 substratosphere plane, the first pressure cabin airplane to be flown successfully anywhere in the world."

The Collier trophy, the association said, is aviation's highest honor. Army officers cited as the principals in the research and development work on the plane were: Maj. Carl F. Greene and Capt. Albert H. Johnon, stationed at Wright field, Dayton, and Dr. John E. Younger, formerly aeronautical mechanical engineer at Wright field, and now professor of engineering at the University of Maryland.

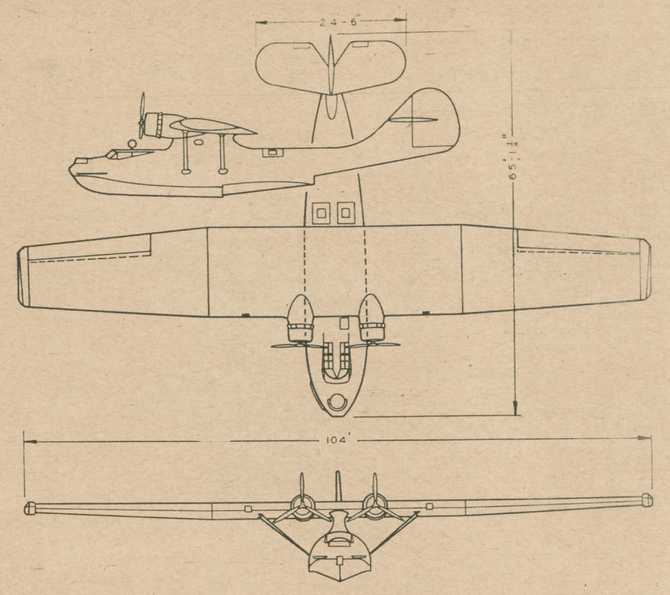
Lt. Col. Oliver P. Echols, Wright field, was cited as administrative director of the research.

WERELDATLAS

gebonden in linnen band, formaat: 35 x 25 cM.
170 kaarten, 70.000 plaatsnamen,
met alfabetisch register. (Duitsche uitgave.)
PRIJS f 5.—.
Franco toezending na ontvangst van het bedrag plus f 0.20 voor porto per postwissel of giro (No. 5945) door
UITG.-MIJ. „C. MISSET" (N.V.)
DOETINCHEM.

verdeeld in een aantal waterdichte compartimenten. Geheel voor in den neus is een ruim voor het bergen van tuig. De stuurhut heeft een eigen ingang, terwijl in den staart een luik is aangebracht voor toegang tot de cabine.

De hulpdrijvers worden door een schroef zonder einde, welke electrisch wordt gedreven, opgetrokken. De vorm dezer drijvers is zoo gekozen, dat zij in opgetrokken stand gelijk liggen met den onderkant van den vleugel. Zij worden in dezen stand automatisch vastgezet, terwijl een rood lichtje den piloot waarschuwt. Deze intrekbare hulpdrijvers vormen een patent van Consolidated. Waar zij zich aan de vleugelpunten bevinden, kunnen zij vrij klein worden gehouden, hetgeen een gewichtsbesparing beteekent. In opgetrokken stand bieden zij slechts weinig weerstand, terwijl bij het manoeuvreeren in smalle kanalen, zij eventueel gedeeltelijk kunnen worden opgehaald bij het passeeren van obstakels. Ook kunnen booten nu gemakkelijker langszij komen.



Maatschets van de Consolidated P B Y-1.

De motoren zijn in het vleugel-middenpaneel gemonteerd op bokken van gelaschte molybdenum stalen buizen. De motorkappen en de beplating der gondels zijn gemakkelijk afneembaar voor inspectie en reparaties. Voor de besturing beschikt men over een enkele kolom met twee wielen voor de bediening voor het hoogteroer en de ailerons. Het richtingsroer wordt bediend door voetpedalen, welke niet verstelbaar zijn. Daarentegen zijn de zitplaatsen wèl verstelbaar. Kabels loopen naar het hoogte- en het richtingsroer; kabels en stangen naar de ailerons. Deze laatsten zijn zoo gearrangeerd, dat iedere aileron onafhankelijk van den anderen bestuurd wordt, zoodat, mocht één aileronbesturing defect geraken, de andere te gebruiken blijft.

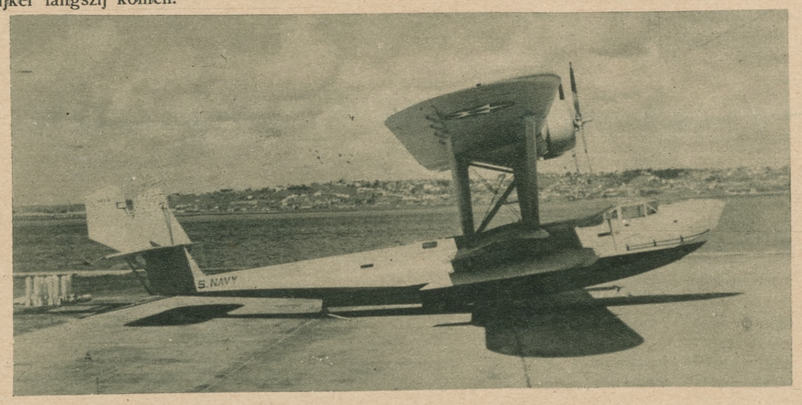
De electrische installatie omvat twee batterijen met twee, door de motoren aangedreven dynamo's. Het instrumentarium is zeer compleet en bestaat uit:

Voor de piloten: Twee snelheidsmeters, twee hoogtemeters, een klok, twee kompassen, twee bochtaanwijzers met dwarshellingmeters, twee toerentellers, twee inlaatdrukmeters en twee stijgsnelheidsmeters

Voor den navigator: Een snelheidsmeter, een klok en een hoogtemeter.

Voor den boord-werktuigkundige: Een thermo-koppel voor het meten der cylinderkop-temperaturen, een dwarshellingmeter, twee gecombineerde meters voor het aflezen van den olie-temperatuur, van den oliedruk en den benzinedruk, een stel benzinemeters, twee carburator-lucht-thermometers, twee benzine-doorstroommeters en een uitlaat-analysator.

C. VAN STEENDEREN Jr.



Consolidated „Commodore" vliegboot.

Duitsche sterktevoorschriften voor zweefvliegtuigen

door H. BUS, Beemster.

DAAR er in ons land nog geen sterktevoorschriften voor zweefvliegtuigen bestaan, is het misschien wel gewenscht de Duitsche voorschriften eens onder de aandacht van de Nederlandsche zweefvliegers te brengen. De Duitsche voorschriften zijn tamelijk eenvoudig; dit is een voordeel, daar ze natuurlijk veel door amateurs gebruikt worden.

In Duitschland verdeelt men de motorlooze vliegtuigen in drie categorieën, n.l.:

Cat. 1. Glijvliegtuigen.

Onder glijvliegtuigen worden verstaan alle motorlooze vliegtuigen, waarvan de spanwijdte kleiner is dan 11 m en de vleugelslankheid (b^2/F) kleiner is dan 9.

Hiertoe behooren dus de verschillende lestoestellen, als Zögling, E. S. G., enz.

b = de spanwijdte van den vleugel.
F = het vleugeloppervlak van het toestel.

Cat. 2. Zweefvliegtuigen.

Tot deze groep worden gerekend alle motorlooze vliegtuigen, die boven de voor categorie 1 geldende grenzen liggen.

Hiertoe behooren alle prestatie-typen.

Cat. 3. Motorlooze experimenteele vliegtuigen.

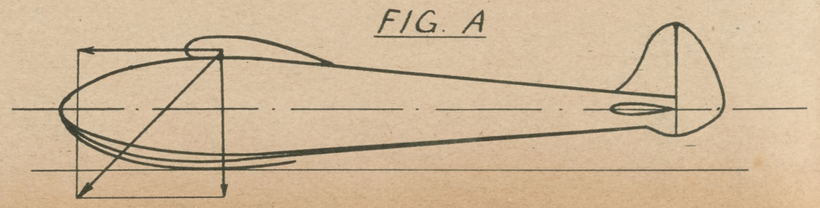
De voorschriften voor deze groep zijn voor ons van weinig belang.

Aan de tot Cat. 1 behoorende vliegtuigen worden, wat betreft de sterkte in de vlucht, minder hooge eischen gesteld dan aan Cat. 2. Daarentegen moeten zij bij de landing grootere krachten kunnen opnemen, daar bij deze toestellen, die hoofdzakelijk voor lessen gebruikt worden, harde landingen eerder verwacht kunnen worden.

I. Berekening van den vleugel.

Voor de berekening van motorlooze vliegtuigen worden verschillende belastinggevallen aangenomen. Die voor de vleugelberekening zijn aangegeven in onderstaande tabel. Er wordt onderscheid gemaakt tusschen een vijftal gevallen: afvangen (plotselinge vergrooting van den invalshoek na een duikvlucht); steile glijvlucht gecombi-

FIG. A

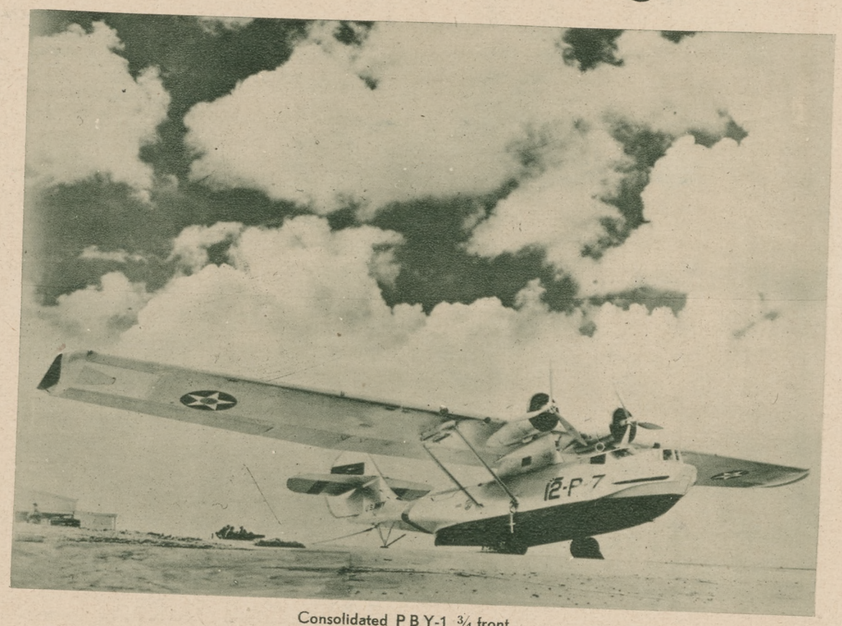


De Consolidated PBY-1 marine-vliegboot.

De Consolidated XPBY—I, het prototype der huidige serie, werd gebouwd naar aanleiding van een specificatie der Amerikaansche Marine voor patrouille-vliegbooten en bommenwerpers. De machine werd laat in het voorjaar van 1935 voorgevlogen en de daarop volgende proefvluchten bewezen dermate definitief de goede kwaliteiten van deze boot, dat de Consolidated Aircraft Corporation een order kreeg voor 60 stuks.

Kort daarna verhuisde de fabriek van Buffalo (N.Y.) naar San Diego in Californië, waar een moderne fabriek was gebouwd op het Lindbergh vliegveld aan de San Diego Baai. Niet alleen beschikt men hier over betere faciliteiten dan in de oude fabriek, de nabijheid van het detachement van den Marine Luchtvaartdienst op North Island maakt, dat men uit de eerste hand alle inlichtingen krijgt inzake de verschillende problemen, welke zich voordoen bij het dagelijksch omgaan met groote vliegbooten.

De XPBY—I, welke door de Marine was overgenomen, werd per gewone dienstvlucht van Norfolk (Virginia) naar San Diego gevlogen via het Panama Kanaal. En passant werd een wereldrecord gevestigd door de vlucht van Coco Solo, Panama Kanaal zone, naar Alameda, San Francisco Baai, een afstand van 5541 km, welke de goede kwali-



Consolidated P B Y-1 ¾ front.

Consolidated P B Y-1 ¾ voor-aanzicht met neergelaten hulpdrijvers, welke in de vlucht de vleugelpunten vormen.

teiten van het type bevestigde. Een tweede en een derde bestelling volgden, waardoor het totaal werd gebracht op niet minder dan 176 PBY—I vliegbooten plus onderdeelen ter waarde van 35 machines, waarmede een totaal bedrag van ruim 19 millioen dollar was gemoeid.

Intusschen is Consolidated geen nieuweling op het gebied van vliegbooten. Reeds in 1928 bouwde men voor de Amerikaansche Marine de XPY—I, de eerste geheel metalen vliegboot. Een commercieele versie hiervan, de „Commodore", werd voor Pan American Airways gebouwd en in de loop van 1929 en 1930 afgeleverd. In totaal kocht Panair 14 stuks dezer booten, welke, hoewel nu zoo langzamerhand verouderd, nog steeds dienst doen op de Zuid-Amerikaansche lijnen. In 1932 bouwde Consolidated 23 P2Y—I patrouille-vliegbooten voor de Marine; dit type was een verdere ontwikkeling van de PY—I en bleek zeer goed te voldoen. De laatste bestelling voor de groote order op de PBY—I was voor 23 stuks P2Y—3 vliegbooten, wederom voor de Amerikaansche Marine. Dit type is meer bekend onder de benaming Consolidated „Ranger" en de Argentijnsche Marine kocht een serie van zes stuks dezer booten.

Na te zijn afgeleverd aan de basis van den Marine Luchtvaartdienst op North Island, wordt iedere PBY—I vliegboot aan een proefvlucht van 24 uur non-stop onderworpen. Het pleit voor het fabrikaat, dat deze proefvluchten tot nu toe alle zonder haperen verliepen. Den 28sten Januari van dit jaar vlogen 12 PBY—I booten, bemand met 80 officieren en minderen, van San Diego naar Pearl Harbor (Honoloeloe) onder commando van den overste William McDade, een vlucht, welke reeds in 1934 was gemaakt door zes P2Y—I vliegbooten onder het commando van majoor McGinnis. Men deed er ditmaal echter vier uur korter over.

Den 13en April werd een tweede escadrille van 12 PBY—I booten van San Diego naar Honoloeloe gezonden, deze keer onder het commando van den overste L. A. Pope en wederom verliep de non-stop-vlucht zonder eenig incident. Een derde dienstvlucht van San Diego naar Coco Solo werd ondernomen door een escadrille van twaalf dezer booten op den 21sten en 22sten Juni van dit jaar, onder het commando van den luitenant ter zee Robert W. Morse, waarbij een nieuw wereldrecord werd gevestigd voor het vliegen in gesloten formatie over een afstand van 4968 km. En op den 24sten Juni j.l. vloog een commercieele versie van de PBY—I, toebehoorende aan Richard Archbold, die verbonden is aan het American Museum of Natural History te New York, non-stop van San Diego Baai naar New York in 17 uur. Bij de landing had men voldoende benzine aan boord voor een vlucht naar St. Johns op New Foundland, naar Puerto Rico in West-Indië of naar de Bermuda-eilanden en terug.

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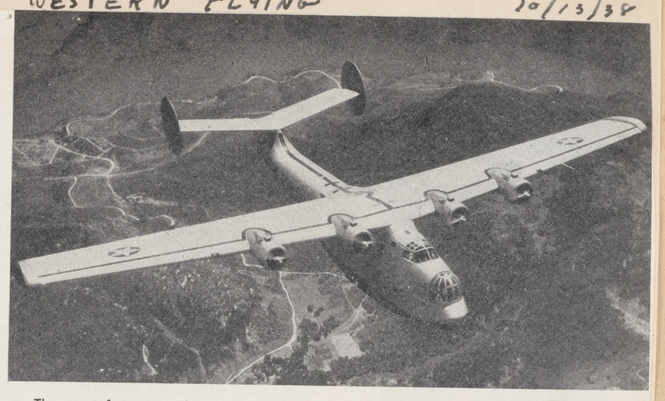
Consolidated P B Y-1 ¾ voor-aanzicht in de vlucht.

WESTERN FLYING 10/13/37



The great four-engined Navy patrol boat, just finished by Consolidated Aircraft Corp.

Manufacturers

The biggest patrol boat

Consolidated completes new PBY and Navy begins testing the million dollar giant

CONSOLIDATED Aircraft Corporation of San Diego officially turned over its latest and biggest flying boat, the XPB2Y-1 to the Navy Department on August 24, and the Navy forthwith began putting the big patrol boat through its paces. Previously, Consolidated had conducted a brief series of preliminary flight tests, with Test Pilot Bill Wheatley at the controls.

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The big bomber is powered with four engines, weighs over 80,000 pounds, and has a range of 4000 miles. Its cost was about $1,000,000.

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CONSOLIDATED Aircraft Corporation has received an order from American Export Airlines for one PBY long range patrol flying boat, with which the buyer proposes to chart its proposed Trans-Atlantic airline. The boat will be similar in most respects to the Navy version, without armament, and with the interior fitted for ocean survey flights. Cost is approximately $200,000.

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The new 15-ton Consolidated ship, a two-engine semi-cantilever monoplane with a top speed of over 200 miles per hour at 8,000 feet, will be flown by a crew of six. At cruising speed, the ship will have a range of approximately 4,000 miles with a payload of 2,000 pounds and the six-man crew.

Specifications and prices for larger, faster and more luxurious aircraft for non-stop trans-Atlantic passenger, mail and express service are now in the hands of American Export Airlines officials.

WESTERN FLYING 10/13/37

NIGHT LIGHTING USED OFTEN FOR LANDINGS BY ARCHBOLD

TRIBUNE 9-13-38

Recent night-lighting exercises carried on by navy planes off Pt. Loma, when brilliant parachute flares were dropped, have a counterpart in night landings being made by Richard Archbold, heading a scientific expedition in New Guinea after a transpacific flight from San Diego in a Consolidated Aircraft Corp. PBY plane, the Guba. Ken Jackman, in an article entitled "Man-Made Sunshine" appearing in the current issue of Consolidator, monthly publication of the aircraft firm, describes Archbold's use of night lights and writes of other features of lighting, in part, as follows:

"Seldom do we realize how helpless we would be without some form of man-made sunshine. Not only can we dispel darkness by artificial illumination, but we can also, by photographic means, see objects outside the limits of human vision. But to realize how dependent man is on his man-made sunshine (of the simple form that dispels darkness) imagine how curtailed would be Capt. Richard Archbold in Dutch New Guinea without artificial illumination.

"With the tardy arrival of the steamer bringing mail from home, Archbold knew that the Guba would have to make its first night landing on Lake Habbema. The take-off from Hollandia on the sea coast is uneventful. In a short while complete darkness settles as the plane soars up and on. Then in a few minutes the welcoming glow of the cooking fires of the base camp is discernible, where the base camp will greet the approaching plane on this lake at the 11,500 foot altitude.

"Yes, there are the groups of campfires on the lake's edge. How different and uninviting is the water at night! All landmarks, except for those pinpoints of light are lost in the gloom below the plane. Rogers at the controls, knows that the landing will have to be made by keeping those camp fires 15 points off the port bow. Just to be doubly sure a circuit of the landing area is made. The altimeters, reading zero at Hollandia indicate 12,200 feet . . approximately 700 feet above the lake's surface. Someone at camp has heard the motors and is gyrating a flashlight. Almost directly above the fire Rogers pulls a handle. Suddenly the jungle and surrounding area is bathed in the brilliant glow of a swaying parachute flare. This 300,000 candlepower will last for only three minutes, so he quickly swings the PBY around, settling and keeping the campfires off the port bow, switches on his landing lights and bow searchlight and makes his landing. The night flight is completed without incident.

"Note that even the modern explorer-pilot in an outpost of civilization, is dependent on powerful flares, searchlights, luminous panel instruments, camp fires and landing lights . . . all man-made sunshine."

Consair Plane Bought By Export Airlines

S.D. UNION SEPT. 15, 1938
SEPT 15

Purchase of a $200,000 Consolidated Aircraft Corp. long-range patrol flying boat for making survey flights across the Atlantic preparatory to regular scheduled service was announced in New York by American Export Airlines, Inc. Flights will start from New York soon.

The 15-ton San Diego-built ship, a 2-engine semi-cantilever monoplane with a top speed of over 200 miles an hour at 8000 feet, will be flown by a crew of six. At cruising speed, the ship will have a range of 4000 miles with a payload of 2000 pounds and the 6-man crew.

17-17-17 Spells New Consair Hop Record

To set a new mass flight record to Honolulu last week, 17 Consolidated patrol planes of the Navy took 17 hours and 17 minutes. The record bests the Navy's previous mark of 20½ hours, and also improves upon Richard Archbold's 18-hour-7-minute record in the Guba, another Consolidated plane, last June. S.D. Union 9/14/38

Collier Trophy Awarded Army

S.D. UNION SEPT. 16 1938

WASHINGTON, Sept. 15 (A.P.)—The National Aeronautics association today awarded the Collier trophy to the army air corps for having "designed, constructed and completely equipped the XC-35 substratosphere plane, the first pressure cabin airplane to be flown successfully anywhere in the world."

The Collier trophy, the association said, is aviation's highest honor. Army officers cited as the principals in the research and development work on the plane were: Maj. Carl F. Greene and Capt. Albert H. Johnon, stationed at Wright field, Dayton, and Dr. John E. Younger, formerly aeronautical mechanical engineer at Wright field, and now professor of engineering at the University of Maryland.

Lt. Col. Oliver P. Echols, Wright field, was cited as administrative director of the research.

TRIBUNE SEPT. 14, 1938

Firm Buyer Of S. D. Plane For Surveys

A non-military adaptation of Consolidated Aircraft Corp.'s famed PBY navy patrol bombing plane has been purchased by American Export Airlines, Inc., the airlines' president, W. H. Coverdale, announces.

The plane will be used in making long-range survey flights across the Atlantic preparatory to inauguration of regular passenger and freight service to Europe.

Brought to light by the news was establishment of American Export, for 20 years operators of American flag steamships to Mediterranean and Black sea ports, as a direct rival of Pan-American Airways for the transatlantic trade.

Pan-American, believed to have been assured of a huge United States mail subsidy, has been pointing toward the inauguratoin of the transocean run for some time. The line already has established, without opposition, transpacific and inter-America service.

Important Role Seen

Choice of the Consolidated plane by American Export may indicate that the San Diego-built ships may play an important part in development of ocean air travel.

The plane, which will be used in charting routes to principal European countries, North Africa and Asia Minor, will weigh 15 tons and will cost $200,000. It will carry crew of six and will be fitted for survey flights. At cruising speed, the ship will have a range of 4000 miles with a payload of 2000 pounds and the crew.

Specifications for larger, faster and more luxurious aircraft for nonstop transatlantic passenger, mail and express service now are in the hands of American Export, Consolidated officials announced.

The line plans to coordinate closely the long-established steamship services with the proposed airlines. Ships along the routes to be flown will serve as weather observatories and mobile bases. Officers of the line's ships have been undergoing training for this service in the last year, it was revealed.

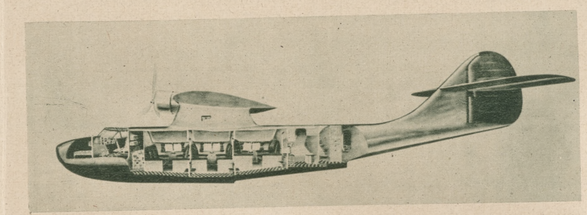
FOKKER T. 4

Tweemotorige bommenwerper en lange afstandzeeverkenner op drijvers.

De Fokker T. 4 is in verschillende series geleverd ten behoeve van de Koninklijke Marine voor den dienst in Nederlandsch Indië.

N.V. NEDERLANDSCHE VLIEGTUIGENFABRIEK FOKKER

(Adv.).



Consolidated P B Y-1, uitgevoerd als verkeersvliegtuig voor 24 passagiers en een bemanning van 5 koppen (2 piloten, een marconist, een boordwerktuigkundige en een steward).

serieuze koopers, op voorwaarde, dat zij zich verbinden ze niet openbaar te maken.

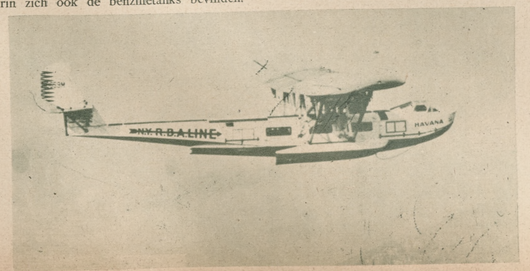
De PBY—1 is een geheel metalen hoogdekker-vliegboot met half-vrijdragenden vleugel, gebouwd als lange-afstand zee-verkenner, resp. ook te leveren als lange-afstand verkeersvliegtuig. Twee motoren zijn gemonteerd, n.l. Wright „Cyclone" ofwel Pratt & Whitney „Twin Wasp". Beide types zijn luchtgekoeld en hebben een startvermogen van ruim 1100 pk. De vleugel is bevestigd aan een gestroomlijnde bovenbouw van den romp en tegen den onderkant van den romp afgevangen door vier stijlen. Iedere machine wordt geleverd met een stel losse wielen voor het manoeuvreeren op de steiger en het land.

In het algemeen gesproken is de monocoque constructie voor alle samenstellende deelen, zooals de romp, de hulpdrijvers, de vleugel en de staartvlakken, toegepast, waarbij gebruik gemaakt is van metaalplaat en van getrokken Z en L profielen. Alle lichtmetalen deelen zijn tegen corrosie behandeld voordat de verflaag wordt opgebracht. De uitrusting der machine voor militaire, resp. voor verkeersdoeleinden is zoo geplaatst, dat het zwaartepunt der leege machine op vrijwel dezelfde plaats ligt als dat der geheel geladen machine. In beide gevallen is de stuurhut gesloten en biedt plaats aan twee piloten, naast elkander gezeten, terwijl in den bovenbouw van den romp, waaraan de vleugel is bevestigd, een kleine cabine voor den boord-werktuigkundige is gemaakt.

De vleugel is in drie deelen en de motoren zijn ondergebracht in het middenpaneel, waarin zich ook de benzinetanks bevinden. De hulpdrijvers zijn bevestigd aan de vleugeluiteinden; zij kunnen worden opgetrokken en vormen dan de vleugelpunten. In opgetrokken stand verdwijnen de stijlen in openingen in den onderkant van den vleugel. Tot en met den achtersten ligger is de vleugel bekleed met een dragende licht-metalen huid, versterkt door getrokken Z-profielen. De vleugel-achterrand wordt gevormd door dural-ribben, met doek bekleed. De ailerons zijn uitgebalanceerd en hebben een licht-metalen geraamte met doek bekleed.

De staartvlakken zijn geheel vrijdragend en bevestigd aan de staartvin, welke één geheel met den romp vormt. Het stabilo- en het kielvlak hebben een licht-metalen geraamte, dat bekleed is met een gladde licht-metalen huid, versterkt door getrokken profielen. De roervlakken hebben eveneens een licht-metalen geraamte, doch zijn met doek bekleed. Het stabilo is niet verstelbaar, doch zoowel het hoogteroer als het richtingsroer zijn voorzien van in de vlucht verstelbare trimvlakjes.

De romp heeft een geraamte van lichtmetalen getrokken profielen en is bekleed met een licht-metalen dragende huid. Hij is



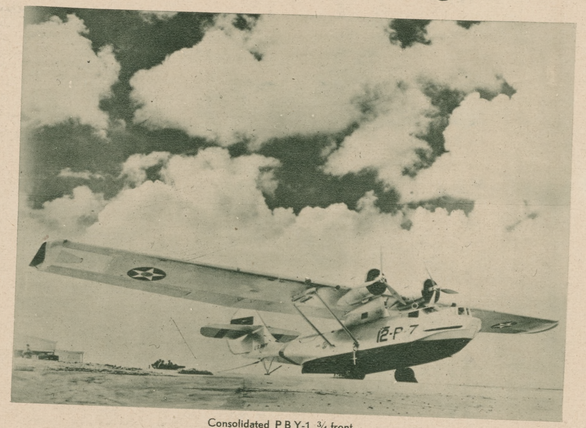
Zij-aanzicht Consolidated P 2 Y-3.

De Consolidated PBY-1 marine-vliegboot.

De Consolidated XPBY—I, het prototype der huidige serie, werd gebouwd naar aanleiding van een specificatie der Amerikaansche Marine voor patrouille-vliegbooten en bommenwerpers. De machine werd laat in het voorjaar van 1935 voorgevlogen en de daarop volgende proefvluchten bewezen dermate definitief de goede kwaliteiten van deze boot, dat de Consolidated Aircraft Corporation een order kreeg voor 60 stuks.

Kort daarna verhuisde de fabriek van Buffalo (N.Y.) naar San Diego in Californië, waar een moderne fabriek was gebouwd op het Lindbergh vliegveld aan de San Diego Baai. Niet alleen beschikt men hier over betere faciliteiten dan in de oude fabriek, de nabijheid van het detachement van den Marine Luchtvaartdienst op North Island maakt, dat men uit de eerste hand alle inlichtingen krijgt inzake de verschillende problemen, welke zich voordoen bij het dagelijksch omgaan met groote vliegbooten.

De XPBY—I, welke door de Marine was overgenomen, werd per gewone dienstvlucht van Norfolk (Virginia) naar San Diego gevlogen via het Panama Kanaal. En passant werd een wereldrecord gevestigd door de vlucht van Coco Solo, Panama Kanaal zone, naar Alameda, San Francisco Baai, een afstand van 5541 km, welke de goede kwalificeren en minderen, van San Diego naar Pearl Harbor (Honoloeloe) onder commando van den overste William McDade, een vlucht, welke reeds in 1934 was gemaakt door zes P2Y—I vliegbooten onder het commando van majoor McGinnis. Men deed er ditmaal echter vier uur korter over.



Consolidated P B Y-1 ¾ front.

Consolidated P B Y-1 ¾ voor-aanzicht met neergelaten hulpdrijvers, welke in de vlucht de vleugelpunten vormen.

Den 13en April werd een tweede escadrille van 12 PBY—I booten van San Diego naar Honoloeloe gezonden, deze keer onder het commando van den overste L. A. Pope en wederom verliep de non-stop-vlucht zonder eenig incident. Een derde dienstvlucht van San Diego naar Coco Solo werd ondernomen door een escadrille van twaalf dezer booten op den 21sten en 22sten Juni van dit jaar, onder het commando van den luitenant ter zee Robert W. Morse, waarbij een nieuw wereldrecord werd gevestigd voor het vliegen in gesloten formatie over een afstand van 4968 km. En op den 24sten Juni j.l. vloog een commercieele versie van de PBY—I, toebehoorende aan Richard Archbold, die verbonden is aan het American Museum of Natural History te New York, non-stop van San Diego Baai naar New York in 17 uur. Bij de landing had men voldoende benzine aan boord voor een vlucht naar St. Johns op New Foundland, naar Puerto Rico in West-Indië of naar de Bermuda-eilanden en terug.

Waar de PBY—I nog steeds op de geheime lijst staat, kunnen gegevens inzake gewichten en prestaties niet worden gepubliceerd en zijn deze slechts beschikbaar voor teiten van het type bevestigde. Een tweede en een derde bestelling volgden, waardoor het totaal werd gebracht op niet minder dan 176 PBY—I vliegbooten plus onderdeelen ter waarde van 35 machines, waarmede een totaal bedrag van ruim 19 millioen dollar was gemoeid.

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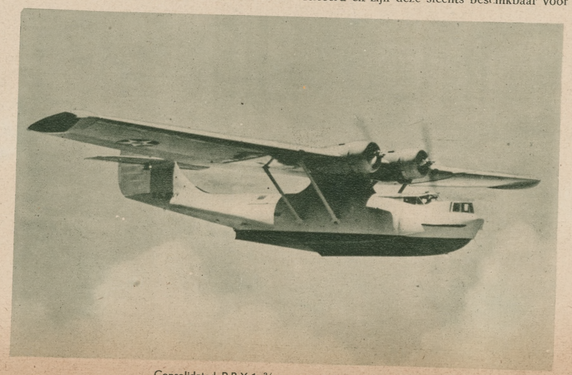

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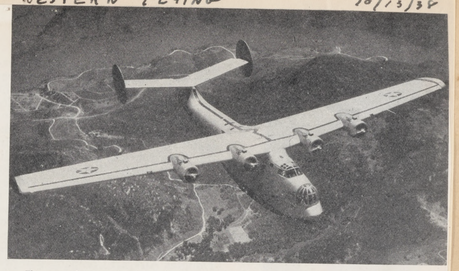
WESTERN FLYING 10/13/38



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Increased Navy Funds for Coast Seen by Solons

(Continued from Page 1)

the navy is stationed in these waters and it is the firm conviction the Pacific coast will be the permanent naval center of the nation.

"While congress is deeply interested in the report to be submitted by the special navy board headed by Rear Adm. Arthur J. Hepburn, we felt that a first-hand study of the physical aspects and particularly the work now under way and projected would be of material help. It is possible naval appropriations in the coming congress will exceed $1,000,000,000. It is a foregone conclusion it will surpass the $600,000,000 appropriated for the navy by the last congress."

COOPERATION VITAL

Commenting on a plea made by Maj. R. H. Fleet, president of Consolidated, during an inspection of the Lindbergh field plant, Rep. Bates said:

"Maj. Fleet was right in asserting there should be closer cooperation between the government and the nation's principal aircraft manufacturing plants. This cooperation is vital in facilitating designing of new planes and after acceptance by the government assuring quick and efficient mass production."

Maj. Fleet stressed that from two years to 30 months are required to deliver planes following completion of accepted engineering plans and tests. He urged the congressmen to appropriate at least $20,000,000 for experimental work in connection with army and navy aircraft.

"The period to achieve this important engineering and experimental work is in time of peace and not in the stress of a national emergency," Fleet said. He explained that 209 long-range bombers of the PBY type have been delivered to the navy in the last two years and that it cost $1,000,000 to design and construct the new four-motored bomber which ultimately may supplant the PBYs.

Leaving Hotel del Coronado at 9 a. m., escorted by Roy Wilsford and James Gilchrist, motorcycle policemen, the congressional party, accompanied by naval officers and representatives of the San Diego and Los Angeles chambers of commerce, went to the destroyer base via Coronado Strand.

VIEW DESTROYER BASE

At the destroyer base Capt. Byron McCandless explained in detail work of the big navy base, specifically mentioning it does not compete with the Mare Island or Bre erton Navy yards. Capt. McCan less told the congressmen 1200 e listed men each month pass throu the receiving ship Rigel. He told work involved in placing the 48 d commissioned destroyers in reac ness for recommissioning. To e phasize manifold problems involv he escorted the solons aboard t destroyers Swasey, Shubrick a McLanahan. He then outlined t plan of expending $600,000 in add tional improvements, a proje which is to be submitted to the nav department soon.

From the destroyer base the part motored to 11th Naval district head quarters were Rear Adm. Sincla Gannon escorted the solons throug the building.

Arriving at the marine base th congressmen were greeted by Ma Gen. Louis McLittle and Brig. Ge John C. Beaumont, a guard of hono and a 17-gun salute. En route fro the marine base to the Naval Train ing station the party inspected th site of the new $900,000 barrack capable of housing 1000 men. Actua construction of these buildings wil be started next month.

LUNCH WITH SAILORS

To make the congressmen feel at home during the luncheon served in the enlisted men's mess hall Capt. Paul Blackburn of the Naval Training station assigned two bluejackets from the home state of each solon to eat with them.

CONGRESSIONAL PARTY GETS FIRST-HAND INFORMATION ON S. D. BASES

Members of the congressional party inspecting San Diego naval shore establishments yesterday. Left to right: Reps. W. Sterling Cole, New York; James G. Scrugham, Nevada; Byron N. Scott, Long Beach; Ed Izac, San Diego; George J. Bates, Massachusetts.

Rep. Scrugham of Nevada enjoying lunch at Naval Training station with two bluejackets from his native state. Left, C. C. Honeywell, Reno, and L. P. Quinn, Sparks, Nev.

Flanking Rep. Scrugham were C. C. Honeywell, Reno, and L. P. Quinn, Sparks, Nev. On either side of Rep. Scott were P. H. Sullivan, Long Beach, and M. L. Tousseau, San Pedro. With Cole were J. J. Sullivan, Elmira, and John Kiuli, Binghamton, N. Y. With Bates were John A. Patterson, North Andover, and E. L. Davis, Fitchburg, Mass.

Asserting there was little difference between San Diego's famed climate and that of Nevada during the noon hour, Rep. Scrugham doffed his coat, reached for a cafeteria combination plate and platter and was served soup, salad, roast beef, mashed potatoes, asparagus, pie and iced tea. Rapidly behind him came the other congressmen and the rest of the entourage with Capt. Blackburn, Comdr. Rivers J. Carstarphen, executive officer, and other training station officers.

From the training station the inspection part went to the La Playa fuel base where six huge new fuel tanks are in course of construction. At Ft. Rosecrans the solons greeted Col. Guthrie, were honored with a 17-gun salute and then went to El Cabrillo national monument on Pt. Loma where they paused a few minutes to watch progress of the international yacht races in Coronado roads.

TOUR AIR STATION

From the monument the solons went to the Naval hospital, thence made a brief tour of the Naval Air station before returning to Hotel del Coronado where last night they were guests at a stag dinner tendered by the chamber of commerce.

A former governor of Nevada, Rep. Scrugham also owned and edited for several years the Nevada State Journal. He easily won renomination for congress at the primaries and expects to be re-elected in November. His opponent is a former mayor of Reno. Scrugham was commissioner for Ne la at San Diego's 1915 Exposition and is thoroughly conversant with local naval facilities.

The six visiting congressmen will leave the Naval Air station at 10:30 this morning in a navy plane for Long Beach. Accompanying them will be Capt. A. H. Mayo of the bureau of supplies and accounts and Capt. E. R. Hagenah, fleet marine corps reserves, aid.

TO ATTEND LEGION PARLEY

Although scheduled to leave Los Angeles Tuesday for San Francisco the congressional party, according to Rep. Scrugham, will delay d parture until Wednesday to atte American Legion convention s sions. They will confer today w Adm. Claude Bloch aboard the b tleship Pennsylvania and tomorr will inspect the fleet air base San Pedro and shore facilities Long Beach.

Before concluding their tour Puget Sound Navy yard the so will visit the dirigible base at Sunnyvale, the site of the $15,000,000 naval base at Alameda, the Bethlehem shipbuilding plant at south San Francisco where it is proposed to build a number of warships; Mare Island Navy yard, projected submarine and fleet air base at Tongue Point, Ore., the Sand Point Naval Air station in Puget Sound and the Bremerton Navy yard. Flying back to Washington a visit will be made to the naval ammunition depot at Hawthorne, Nev.

More Navy Funds Seen for Coast

Solons Inspect Bases; Urge Aid For Plane Plants

By Howard Morin

World conditions as exemplified in Asia and Europe make it compulsory for America to safeguard its interests by expansion of the fleet and its shore bases, in the opinion of four members of the house appropriations and naval affairs committees who started their tour of Pacific coast navy yards and bases here yesterday.

Rep. James G. Scrugham, Nevada, ranking member of the subcommittee of naval appropriations, declared that while last year's $600,000,000 naval appropriation was the largest since World war days, he expected congress to appropriate even a greater sum for 1939-40.

Rep. Scrugham also voiced the belief that congress will take action at the next session which may fundamentally affect operation of Consolidated and other major aircraft manufacturing plants throughout the country. He expressed his personal opinion that plants like Consolidated should receive government aid in financing important engineering projects and that the number of employes of such aircraft plants should remain stable.

ACCORDED SALUTES

Traveling with Rep. Scrugham on the inspection trip during which they were accorded 17-gun salutes at the marine base and Ft. Rosecrans were Reps. Byron Scott, Long Beach; W. Sterling Cole, New York; George J. Bates, Massachusetts, and Ed Izac.

Two other members of the congressional party, Warren G. Magnusson, Washington, and James W. Mott, Oregon, landed at Burbank yesterday afternoon after a flight from Seattle and Salem, Ore., in a navy plane piloted by Lt. Sylvious Gazze.

While expressing amazement at tremendous changes that have taken place at local naval establishments since his last visit, Rep. Scrugham intimated that additional funds will be expended here in expanding existing fleet shore facilities.

FACILITIES FOR FLEET

In this he was supported by Rep. Bates of the naval affairs committee who said:

"There is a strong feeling in congress not enough attention has been paid to the Pacific coast in the matter of providing adequate facilities for the fleet. The greater part of

(Continued on Page 4, Col. 1)

ARCHBOLD SET FOR NEW HOP

S. D. SUN Oct. 3, 1938

Due to return to Hollandia, on the Dutch New Guinea seacoast, this week from the peak of the 15,000-foot Mt. Wilhelmina, Richard Archbold, scientist - aviator, will fly his Consclidated airboat 800 miles to Port Moresby, British Guinea, in about two weeks, it was learned here today.

Mr. Archbold and a crew of five piloted their $250,000 "flying laboratory" from San Diego to Dutch New Guinea last June. Recently the former, who is leader of an American Museum of National History expedition, temporarily abandoned his plane for mountain climbing with the other scientists of the expedition searching for rare biological specimens.

The Port Moresby hop will be made to obtain a new refrigerator for the expedition's advanced base at Lake Habbema, 300 miles inland and at the foot of Mt. Wilhelmina. Mr. Archbold is keeping in constant communication with B. F. Boyd, San Diego amateur radio operator.

Consair May Get $7,000,000 Job

S.D. UNION 10/9/38

'Flying Battleship' Said O.K.'d by Navy

Word that the bureau of aeronautics, navy department, is planning to award contracts totaling more than $7,000,000, for construction of a squadron of four-engined patrol bombers early in February was received yesterday from Washington.

Only two types of bombers are being considered in the proposed contracts, it is reported. They include the "flying battleship," built by Consolidated Aircraft Corp. at Lindbergh field, whose experimental flights were said to have proved highly satisfactory to the navy trial board, and a bomber built by Sikorsky.

The bureau of aeronautics is reported to be especially pleased by performance of the Consolidated bomber, said to be the fastest, most heavily armed and having the longest cruising range of any patrol bomber yet built.

Consolidated built the PBY type patrol bombers used by the navy and successful on long flights.

ARCHBOLD PLANS FLIGHT OF 800 MILES TO GET ICE BOX FOR CAMP

S.D. UNION OCT. 3, 1938

Piloting his San Diego-built "flying laboratory" in which he already has written a brilliant chapter in American aviation history, Richard Archbold, associate director of American Museum of Natural History, will take off from Hollandia, New Guinea, Oct. 15 for Port Moresby, British Guinea. Word to this effect was received by short-wave radio from Archbold by Barney Boyd, local radio amateur.

The 800-mile flight is being made primarily to procure a new refrigerator from the British supply depot at Port Moresby. The ice box is to be flown to Archbold's advanced base at Lake Habbema, 300 miles inland from the coast.

Boyd reported that while talking with the scientific expedition members they told of a terrific fight being waged in Humboldt bay by natives attempting to subdue a large shark. It was at Humboldt bay that Archbold landed his plane after his flight from San Diego to New Guinea last June.

Archbold is due to return to Lake Habbema this week from a scientific expedition to the top of Mt. Wilhelmina, 12,000 feet above sea level.

Supplies from the scientific expedition are being transported each month on a Dutch steamer plying out of Batavia.

S.D. UNION 10/10/38

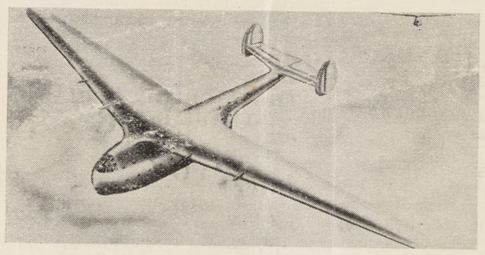
Archbold Gets Rare Specimens On Mountain

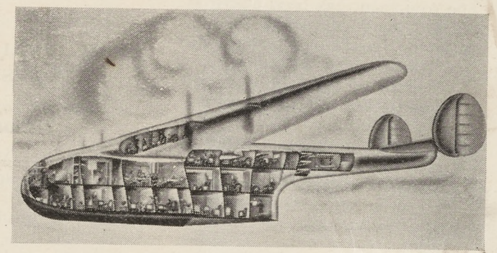
Reporting that he was successful in obtaining rare and valuable specimens for the American Natural History museum during his recent scientific expedition up the slopes of Mt. Wilhelmina in New Guinea, Richard Archbold, noted aviator and explorer, has returned to the expedition's main base at Hollandia.

Word to this effect was received by shortwave radio yesterday from Archbold by Barney Boyd, local radio amateur.

Archbold, piloting his $250,000 Consolidated-built "flying laboratory" in which he flew from San Diego to New Guinea last June, will leave Hollandia Saturday by plane for Port Moresby, British Guinea, to obtain supplies. He plans to return to Hollandia within a week.

CONSOLIDATED 100-PASSENGER FLYING BOAT





Designed to meet the exacting requirements as set forth by Pan American Airways, the Consolidated 100-passenger flying boat provides not only fast, economical transportation for long range but also comfort and convenience for its passengers. The essential requirements for this 100-passenger airplan were: payload of 25,000 lbs., 16 crew, range of 5,000 miles and the ship preferably supercharged to operate at 20,000 feet altitude with an interior cabin pressure equivalent to 8,000 feet.

As a result of early studies it appeared that with power plants now in existence, or to be available in the near future, that the proposed ship must have six engines with a resulting gross weight in excess of 200,000 lbs., unless means could be developed to improve efficiency and to permit a material reduction in size from the original conception. Such a reduction would automatically carry with it further refinements, such as eliminating inefficiencies resulting from the greater number of engines. This original ship, consistent with Consolidated practice, incorporates such features as high wind aspect ratio and loading, flush external rivetting throughout and auxiliary floats retractable to the lower surface of the wing.

Cabins in Wings

It was apparent that this reduction in size tied in directly with the housing of the 100-passengers and 16 crew and their living facilities. Study on this phase of the design revealed that with but slight thickening of the wing, and but very small accompanying drag increase, that 36 of the 100 passengers could be completely housing in the wing, thereby further improving the performance.

The main problem encountered in putting the passengers in the wing was the cutting of cabins by the wing bulkheads. This was overcome by putting main bulkheads at the sides of each compartment and using auxiliary arched ribs between, which did not impair the effective head room of the compartment. The development of the wing for this purpose proved to have another advantage. The skin covering used to react normal wing bending loads would be ample, without further re-inforcement, to withstand the pressure loads incurred in sub-stratosphere flight.

Four Engines Sufficient

The design of Consolidated 100-passenger flying boat was thus established. This supercharged ship with four engines was capable of meeting Pan American's requirements with a gross weight of 168,000 pounds, developing a minimum average cruising speed of 240 m.p.h. for a 5,000 mile range. The four 2,150 h.p. liquid cooled engines are located between spars in the wing with an extension shaft driving the tractor propellers. Access to these engines may be had during flight for servicing and minor repairs.

The interior of the ship is arranged with 36 passengers in the wing, and the balance of 64 in the hull with individual 2 or 4 place cabins. Lounging swivel chairs, adjustable type and comfortably upholstered, are provided for daytime use. For night accommodations the seats are quickly converted to form commodious lower berths. The upper berths are lowered, in pullman fashion, from the wall. There is sufficient head room between the berths to permit an upright sitting position on each. All two-place cabins have the convenience of a folding wash-stand toilet combination, while the 4-place cabins are provided with the facilities of 12 passenger toilets located throughout the ship.

Passenger Accommodation

Each cabin, in addition to being beautifully carpeted and decorated, is completely soundproofed and air conditioned with a nondraft pressure defuser. The temperature, pressure and humidity throughout the ship is regulated from a central control panel.

The dining room, centrally located with all passageways and stair leading directly to it, accommodates 18 persons at one time. While enjoying a meal, the diner is afforded a clear unobstructed view through the window beside his seat. The passengers' comfort is further enhanced by lounging, writing and promenade facilities.

The crew is accommodated in two separate cabins. The larger of the two is in the aft portion of the ship and has living quarters for seven. In addition to the seven large bunks in this cabin, there is a toilet and washstand. There are also lockers for the personal belongings of the crew. The other crew cabin, bunks and lockers for two of the crew is located in the forward portion of the ship.

The galley is located adjacent to

Continued on page 32

ITALIAN AIRLINERS TO SPAN ATLANTIC; CONSAIR SHIP TO SURVEY ROUTE

S.D. UNION 6 Oct. 1938

NEW YORK, Oct. 5 (A.P.)—Italy today gave notice it would be ready next spring to start its airliners shuttling across the North Atlantic.

In a Wall street building high above the turbid East river, Dr. James H. Kimball, the man who gave Charles A. Lindbergh the signal to take off for Paris in 1927, drew a weather map to indicate a future route of transport planes to Europe.

The route will be used jointly by Ala Littoria, the Italian airline, and American Export Airlines, subject to approval of the new civil aeronautics authority.

Kimball called it the most nearly perfect Atlantic weather forecast ever made.

The Italian line and American export steamship lines, parent company of the American airline, will help plot the course of the airliners by supplying hour-to-hour weather data.

James Eaton, export airlines executive vice president, said the two companies, effecting a "close working agreement," were engaged in drawing designs for a fleet of flying boats with a maximum passenger capacity of 125.

Col. Carlo Pezzani, Ala Littoria official and who flew the Atlantic with Gen. Italo Balbo in 1933, said the four-motored, 65,000-pound seaplanes which Italy proposed to use would be capable of carrying passengers, but that only a mail service was contemplated at first. Export airlines will use a recently purchasd Consolidated flying boat for its survey flights by way of the Azores, Lisbon and Mediterranean ports.

Entry of Italy brought to five the number of nations bidding for airline business over the North Atlantic. The only American company other than Export, Pan American Airways, has indicated it would be ready to fly both passengers and mail to Europe with its new Boeing "Atlantic clippers" within a few weeks.

The other nations are Great Britain, Germany and France.

EXPERIMENTAL FUND FOR NAVY FLYING SHRINKS

S.D. SUN 9/22/38

Proportion To Other Air Appropriations Lowest In 10 Years

Expenditures for experimental work on Navy planes will be lower in proportion to other naval aviation appropriations during the 1938-39 fiscal year than at any time in the past decade, it was reported here from Washington, D. C.

In this connection, it was recalled today that Maj. Reuben H. Fleet, president of Consolidated Aircraft Corp., last Saturday informed a Congressional subcommittee inspecting local naval establishments that "at least $20,000,000 should be provided for experimentation on Army and Navy aircraft."

For the current fiscal year, only $2,803,500 is set aside for development of secret experimental planes—6.6 per cent of the total Navy aviation budget. In the 1927-28 fiscal year, the appropriation was 8.4 per cent, and the average for the 1927-38 period was 7.4 per cent.

In making his statement to the congressmen, Maj. Fleet pointed out that the Consolidated four-motored experimental bomber alone has cost $1,000,000. On it more than two years' effort already has been expended, and it is yet to be officially accepted by the Navy.

S. D.-HAWAII MASS FLIGHT DELAYED; 2 SQUADRONS TRAIN

S.D. UNION 10/10/38

Probability that Patrol Squadrons 1 and 18 of Patrol Wing 2 will not be ready to take off for Hawaii with 16 new Consolidated long-range bombing planes until just before the Thanksgiving holidays was expressed yesterday by Scouting force aircraft authorities.

None of the twin-motored planes has been delivered to the two squadrons, temporarily based at North Island. Several weeks will be required to test the planes thoroughly before the 2250-mile flight from San Diego to Pearl Harbor.

The flight had been planned for early November.

Meanwhile officers and enlisted men of the two squadrons are making practice flights with planes of VJ-1 and aircraft of Patrol Wing 1.

Rear Adm. Charles A. Blakely, Scouting force aircraft commander, who recently returned from an inspection trip to Hawaii, will remain in port with the flagship Wright until Jan. 4 when the fleet sails for its six-month cruise to the Atlantic coast.

Forty-eight planes of Patrol Wing 1 are scheduled to hop from San Diego for Panama early in January.

S.D. UNION Oct. 12, 1938

S. D. Navy Personnel To Get 2200 Boost

2 New Carriers, 144 Planes Due Here in June

By HOWARD MORIN

Word that the new 20,000-ton aircraft carriers Yorktown and Enterprise, with their 2200 officers and men and total complement of 144 planes, will come to San Diego when the fleet returns from the Atlantic cruise in June, was brought here from Washington yesterday by Rear Adm. Arthur B. Cook, bureau of aeronautics chief.

Flying in a glistening, all-metal plane piloted by Lt. Turner Day, Adm. Cook landed at the Naval Air station at 4:45 p. m. after a flight from Seattle via Oakland.

The bureau of aeronautics, Adm. Cook said, plans to call for bids on the 4-motored, long-range patrol bombers recently completed by Consolidated and Sikorsky Aircraft companies early in December.

FEBRUARY START SLATED

Asked pointblank what chance Consolidated had of being the successful bidder. Adm. Cook said:

"The firm submitting the best ship at the lowest price undoubtedly will receive such a contract."

Construction of these powerful bombers, each capable of better than 4000 miles of sustained flight, is expected to start in February, with delivery scheduled for 1940.

Adm. Cook frankly stated the expansion program of the aerial forces of the fleet in the next few years, and specifically establishment of fleet operating bases in Alaska, the Aleutian islands and the West Indies, will be determined from the report to be sumbitted to congress Jan. 4 by the special board headed by Rear Adm. Arthur J. Hepburn, former U. S. fleet commander.

BOARD NEAR ADJOURNMENT

This board, which recently completed a survey of existing and potential navy bases in the Pacific, South Atlantic and the Caribbean, now is in final session at the navy department.

Indications that the board will complete its findings and recommendations within the next fortnight were seen in word received yesterday that Capt. Arthur L. Bris-

(Continued on Page 2, Col. 3)

Navy Personnel Will Gain 2200

(Continued from Page 1)

tol, North Island Naval Air Station. Commander, and a board member, will return to San Diego, Nov. 1.

That the bureau of aeronautics has no definite plans for proceeding with the construction of a dirigible to replace the ill-fated Macon was seen in Adm. Cook's reply to a question as to the present status of the navy's airship program.

"Ask President Roosevelt," was the admiral's laughing rejoinder.

At the last session, congress authorized construction of a dirigible and appropriated $3,000,000 to start work whenever the navy is ready.

BASE FAR FROM COMPLETE

Adm. Cook revealed it will be several years before the proposed $15,000,000 navy base at Alameda is ready for either ships or planes. He reported work is progressing according to schedule.

Abandonment of the Army Air corps depot on the western end of North Island, which will be completed within the next two months, will enable the navy to carry out its plans for basing planes of the Yorktown and Enterprise at the Naval Air station.

Four of the old army hangars are being remodeled and made ready for the two carriers. A new barracks, capable of housing several hundred men, is completed.

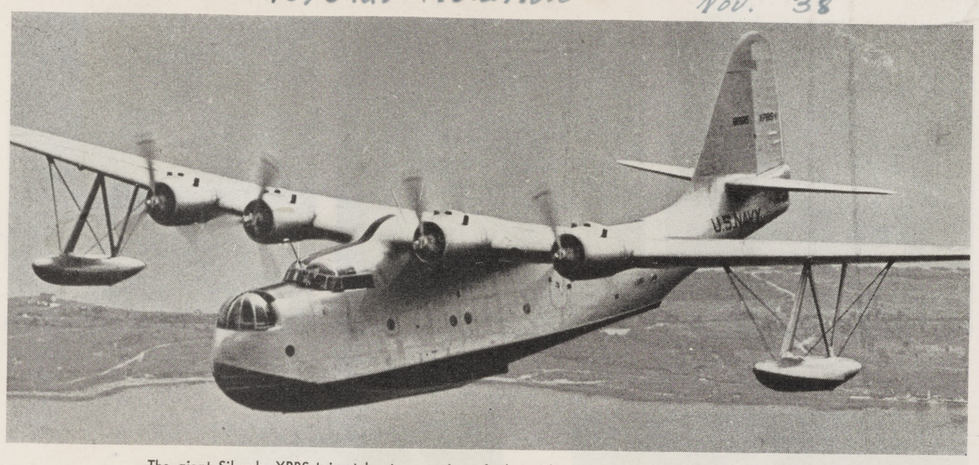
FIELD TO BE EXTENDED

The navy also is planning to extend its flying field westward to within a few hundred yards of the ocean shoreline and is planning to dismantle many of the barracks, shops and hangars used by the army.

Adm. Cook was greeted at the Air station by Comdr. A. E. Montgomery, acting commander; Capt. Leigh Noyes, chief of staff to Vice Adm. Ernest J. King, fleet air force commander, and Comdr. Cato D. Glover, fleet air assistant operations officer.

After a conference today with naval aviation officials, Adm. Cook will leave tomorrow by plane for Washington.

Popular Aviation Nov. '38



The giant Sikorsky XPBS-1 is at least a warning of what a future war holds in store for the admirals.

FLYING BATTLESHIPS

by KURT RAND

Will the airplane ever replace the battleship? There are those who believe it is possible.

ENEMY beware!

Uncle Sam is going in for winged battleships, with a destructive power as great as, perhaps greater than, any known existing airplane!

The Army has its sensational four-motored "flying fortresses".

Now, after three years of secret experimentation, the Navy reveals that it is ready to organize squadrons of "air battleships", 35-ton leviathans that could machine-gun annihilation large numbers of enemy planes, while bombing and torpedoing impotency invading warships below.

Closely guarded today lest foreign agents obtain the clues to their great destructive strength and their phenomenal performance characteristics are the Navy's two experimental dreadnaughts of the sky, forerunners of dozens of similar airboats which will make certain for the United States domination of all the seas within the scope of the mainland and its "lifeline" territorial possessions.

One is on the east coast—Sikorsky's great four-engined bomber, designated as XPBS-1 when it was accepted by the Navy as an experimental plane late last year.

The other is on the west coast—Consolidated's giant seaplane XPB2Y-1, which only recently was finally declared acceptable by a Navy Trial Board.

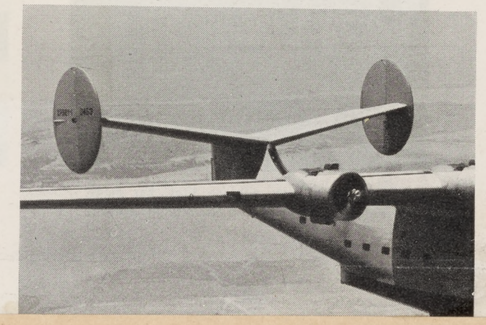
Into each have gone hundreds of thousands of man hours of engineering and shop labor; endless detail drawings were required of each vital part of the huge planes; the mockups alone—wood-and-fabric full scale replicas of the finished job—required six months and more to build. Mistakes were made, and costly delays resulted. The requirements of ruggedness—the ability to take terrific punishment from heavy seas as well as from enemy bullets and shells—and the further need for safety and efficiency proved a challenge to America's best talent in aircraft engineering and designing. It was a challenge successfully hurdled.

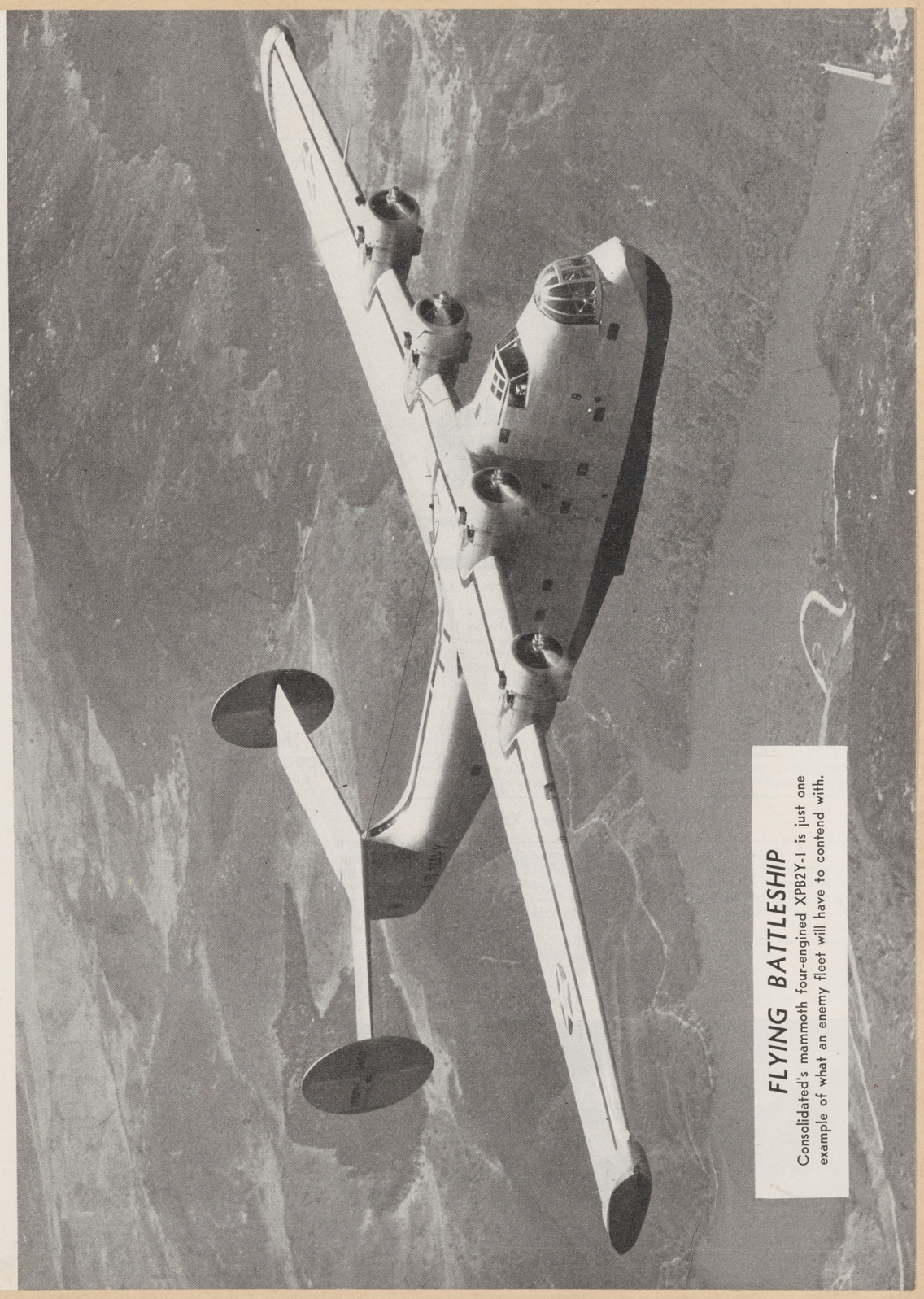
And today the United States Navy proclaims to the world that it has a lethal weapon which can cut an attacker to bits hundreds, yes thousands, of miles from American soil only a few hours after the first alarm is spread.

With Consolidated's bomber accepted, the Bureau of Aeronautics will compare performance data of the two experimental airboats, awarding a production contract to the company whose plane

(*Continued on page* 80)

Consolidated's flying battleship got the three tails above and below. The two above failed; that below has been accepted.





FLYING BATTLESHIP

Consolidated's mammoth four-engined XPB2Y-1 is just one example of what an enemy fleet will have to contend with.

P.P. 50

Flying Battleships

(Continued from page 52)

appears best suited to the Navy's needs.

The awarding of that contract will mean exultation to the successful bidder, and bitter disappointment to the loser. For both Consolidated and Sikorsky have concentrated their greatest efforts since 1935 in the development of this military plane of the future.

In competition with other aircraft manufacturers, these concerns won experimental contracts granted by the Bureau on the basis of preliminary designs.

Before the finished product left the final assembly shops, the producers had spent a lot more than the Navy had given them in the original contracts.

For instance, Consolidated received $600,000 from the Navy. But, if another $400,000 had not been added by the company, its bomber would never have been completed.

The two airboats are similar in many respects, radically different in others. The motive power for both is exactly alike. Each has four 1,050 h.p. Pratt & Whitney *Twin Wasp* engines. They are all-metal, high wing, full cantilever types. Machine gun turrets in the bow, the tail and in the center of the hull afford protection on all sides—at a moment's notice, the air in a complete circle around the planes could be sprayed with death-dealing lead.

Both have 110-volt electrical systems—an innovation in military airboat construction—which generate power for the radio, anchor winch, lighting system, bomb controls, and miscellaneous electrical appliances, such as those in the galley. Electrical current on flying boats previously has been supplied through a 12-volt direct current system.

Complete telephone hookups are installed, enabling crew members to speak to each other from any point of the planes, bow to extreme tail.

The radio equipment, placed in a separate compartment, is comparable to that on a destroyer. Commodious living accommodations are provided the crew—what with a galley that would satisfy the most exacting housewife, water distiller, refrigerator, clothes lockers, toilet and washing facilities, heating and ventilating system, soundproofing, and even a completely equipped mechanic's workshop.

The non-stop range of each has not been officially disclosed, but it is believed to be about 1,000 miles greater than the Navy's PBY airboats which have made seven successful delivery flights—involving 99 bombers—from San Diego to the Canal Zone and Pearl Harbor, Hawaii. That would give the experimental "air battleships" a potential cruising radius of about 5,000 miles without refuelling. This in itself is a startling fact. For instance, if Hawaii suddenly was threatened with aggression, a fleet of four-motored bombers could take off from Pearl Harbor, roar defiantly 2,500 miles to sea, drop their heavy "eggs" and return for another load—all without alighting!

In effect, Uncle Sam's new aerial defenders have overnight further extended by hundreds of miles his defense frontier, already a great distance from the shores of this country and its possessions.

In two important respects, Consolidated's XPB2Y-1 and Sikorsky's XPBS-1 are strikingly dissimilar. The tail and the wing floats of each airboat are widely different in design.

When Consolidated's bomber was launched last December, its tail was of the usual construction—with single rudder in the center. In its first trial flights, the plane's performance did not measure up to the "on-paper" expectations. To gain more directional stability, two small fins were installed, one on each side of the rudder. But this experiment proved a failure, and Consolidated and Navy engineers finally decided that the solution meant scrapping of the whole tail and the evolving of a new design. *(Boeing made the same mistake with its new Pan American Clipper.—Ed.)*

This creation has become popularly known as the "twin tail" and consists of two circular rudders at the end of stabilizers which meet at a seven-degree dihedral angle instead of lying horizontally.

The single rudder of the Sikorsky airboat apparently has functioned satisfactorily.

Unlike the Sikorsky wing float, the Consolidated plane's pontoons are retractable and fold back to form the wing tips during flight. This characteristic is present also in the twin-engined PBY's.

Failure to secure a production contract on the four-motored bomber will not spell complete loss to the unsuccessful

bidder. Both planes have great commercial possibilities.

Maj. Reuben H. Fleet, president of Consolidated, has, for example, pointed out that the XPB2Y-1 could easily be converted into a transatlantic passenger plane, carrying 30 passengers and six crew members in luxurious comfort. And on shorter trips, the graceful hull would have a 50-passenger capacity.

The Sikorsky XPBS-1 weighs five to six tons more than its previous commercial flying boats and represents a marked advancement in design, especially in the full cantilever wings flush with the top deck. The older-type Sikorskys have the wing placed up and above the hull, and kept secure by semi-cantilever strut bracing, allowing for a far less streamlined effect. It takes little stretch of the imagination to place this ship in the forefront of the famous Sikorsky transoceanic clippers.

A jealously kept secret of the Navy is the bomb and torpedo-carrying capacity of the giant airboats. The Navy Department has issued a general statement to the effect that the planes will be able to carry a "tremendous load of bombs", comparable "with that of any known existing airplane". To one acquainted with military understatement, especially in confidential and experimental matters, such an admission by the Navy Department carries little but forebodings to potential enemies.

Still more hushed are such facts as the speed with which these mighty new wings will be able to beat through the air. It is known for a fact, however, that the cruising speed of the bombers, even with capacity loads, will be in excess of 150 m.p.h., and top speed is expected to be more than 200 m.p.h.

Dimensions are more easily obtainable. The Consolidated airboat, for example, has a wing spread of 115 feet, only 11 feet more than its twin-engined PBY predecessors; an over-all length of 80 feet, and height, when raised on the beach landing gear, of 22 feet.

When these sharp-clawed eagles join the Navy's air forces, a virtually impenetrable network of sky patrols will bulwark the national defense along a hypothetical "fence" thousands of miles to sea.

Already at Hawaii are 59 of the new two-motored long-range PBY's, delivered in four spectacular non-stop flights from San Diego. At the Canal Zone are 40 of these airboats. Defending Puget Sound and Alaska are 12 more, reinforced by 18 of the P2Y craft, an older but still efficient Navy patrol plane. At North Island in San Diego harbor are 48 ready to dash out on their grim task of protecting the west coast from surprise attack. By the end of this year, more than 200 will be in the service of the Navy.

And when their roar is augmented by the deep rumble of four-engined "battleships of the air", the nation can rest assured that not even the wiliest tactician could hope to slip past the imaginary battlements patrolled by these sentinels 2,500 miles from shore.

END

Consair Proud of Mass Hops of PBY

San Diego Club Life Oct. 12, 1938

A total of 106 Consolidated PBY patrol type bombers have flown on nonstop flights in the past year and a half, and all have arrived safely and in fast time at their destinations, a recent tabulation of the San Diego aircraft factory showed.

In the company's tabulation, the mass hops to Sitka, Alaska, and Seattle were not included.

The Navy fliers on August 9, last, set a new record to Hawaii, flying 17 planes from San Diego to Honolulu in 17 hours, 17 minutes and 17 seconds. That time was considerably faster than the time of the first PBY group flight, of 12 planes to Pearl Harbor, Jan. 28, 1937. It took them 21 hours, 43 minutes.

Biggest mass flight was on Jan. 19, 1938, when 18 planes made it to Pearl Harbor in 20½ hours.

Richard Archbold's flights across the country, to Miami and New York, were repeated successfully so often that they became "routine."

Now the Navy is rumored ready to spend $7,000,000 to purchase a squadron of the Consair "flying battleship" four-engined patrol bombers, fastest, most heavily-armored and longest-ranged military flying boat in the world.

AIRCRAFT FIRM EXPANSION SET

S.D. SUN OCT. 15, 1938

Indication of Consolidated Aircraft Corp.'s plans to improve its plant equipment in preparation for construction of advanced-type flying boats will be noted on the waterfront tomorrow.

A 15-ton drop hammer will be unloaded from the intercoastal freighter San Anselmo at Pier 1, the Quaker line office announced. A 10,000-pound machine part will accompany the hammer.

In the vessel's 406 tons for local delivery will be more than 100 tons of steel sheets for construction of new buildings at the Naval Air Station.

Tests on the 25-ton "flying battleship," Consolidated's experimental four-motored bomber, are being completed and company officials are awaiting call for bids on a production contract.

Four-Motored Bomber May Go East For '39 Navy War Games

S.D. SUN OCT. 12, 1938

Reports that Consolidated's experimental four-motored bomber may accompany the Fleet to the Canal Zone and the each coast on the 1939 war games circulated at North Island today.

It was learned that Rear Adm. Charles A. Blakely, Aircraft Scouting Force commander, is considering use of the giant plane as his air flagship, with Lieut.-Comdr. Andrew Crinkley as pilot. The latter has been flying the bomber for the past few weeks in final tests for the Navy Trial Board, which has "conditionally" accepted the craft.

Final official acceptance will be made at completion of minor adjustments now being effected.

Should the four-engined XPB2Y be sent on Fleet Problem 20, it will be the largest plane ever to participate in the annual maneuvers.

Command Shifts

Meanwhile, a reorganization of the high command of the North Island patrol squadrons was effected today, as Rear Adm. Blakely was relieved of command of Patrol Wing One, and was left to concentrate on his duties as commander of Aircraft Scouting Force, made up of five patrol wings—in San Diego, Seattle, Pearl Harbor, the Canal Zone, and Norfolk, Va.

It is believed that Capt. Marc A. Mitscher, present commander of the Aircraft Scouting Force flagship USS Wright, will be placed in charge of Patrol Wing One.

Other Changes

Other changes just ordered affect Lieut.-Comdr. Alfred M. Pride, who will be transferred from duty as air officer on the USS Wright to the staff of Patrol Wing One Commander as operations officer. He will be succeeded by Lieut.-Comdr. William M. McDade, formerly attached to the aviation unit of the USS Tennessee, who led the first non-stop mass flight of PBY bombers in January, 1937, from San Diego to Pearl Harbor.

It was revealed today that a new "mockup," or wooden model, of the four-motored bomber is under construction at Consolidated Aircraft Corp., following re-designing of the interior arrangement, not totally satisfactory at present. The inside of the experimental plane will not be changed; the "mockup," however, will provide a practical model for the succeeding ships in case Consolidated wins a production contract from the Bureau of Aeronautics.

Archbold's Plane Hops to Australia

S.D. UNION OCT. 17, 1937

Word that Richard H. Archbold's $250,000 Consolidated-built "flying laboratory" is at Cairns, Queensland, was received here yesterday by short wave.

Piloted by Russell Rogers, the airboat left Hollandia, New Guinea, for Port Moresby, British Guinea, Friday, and after a brief stay proceeded to Australia. Rogers reported he will leave Cairns tomorrow for the return flight to Hollandia, main base of the American Museum of Natural History's scientific expedition in New Guinea. Archbold remained at Hollandia.

RYAN TO BUILD 6 WAR PLANES

S.D. SUN OCT. 17, 1938

Six military training planes have been purchased by the Guatemala army air force in its second order from Ryan Aeronautical Co., President T. Claude Ryan announced today.

Six craft were delivered to the Central American country from San Diego three months ago. Amount of the new contract is approximately $50,000, and lifts Ryan's backlog of business to $360,000, highest in the company's history.

Completion of the work in 60 days will increase to 22 the number of Ryan planes bought by Latin-American air forces in the past year—12 by Guatemala, three by Honduras, six by Mexico and one by Nicaragua.

The Ryan plant has been placed on a double-shift basis. Bulk of the work is represented by two $100,000 contracts for exhaust manifolds for U. S. Army bombing planes and for British war craft being manufactured by the Lockheed Aircraft Co.

No. 3. VIERDE JAARGANG – VRIJDAG 2 SEPTEMBER 1938

G. van STEENDEREN Jr.
Tidemanstraat 43
AMSTERDAM-Zuid.

de Vliegsport

10 cent

UITGEVERS-MAATSCHAPPIJ „C. MISSET" N.V. DOETINCHEM

IN DIT NUMMER: CONSOLIDATED.

PHOTO NO 13110

Consolidated vliegboot voor 300 passagiers.

S.D.SUN 11/9/37

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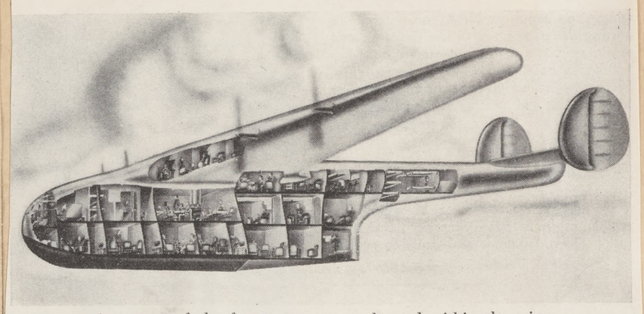
October 1935



A portent of the future—passengers housed within the wing

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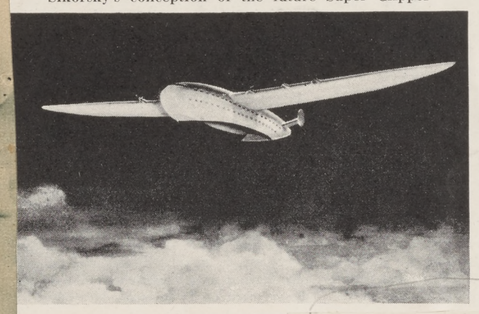
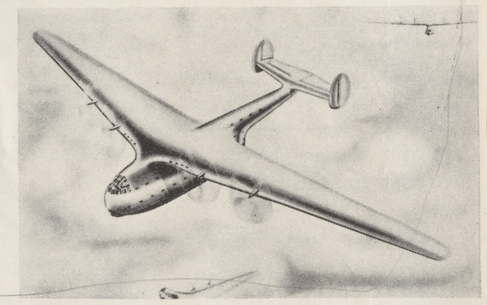
Sikorsky's conception of the future Super Clipper





A projected 168,000-pound Consolidated flying boat

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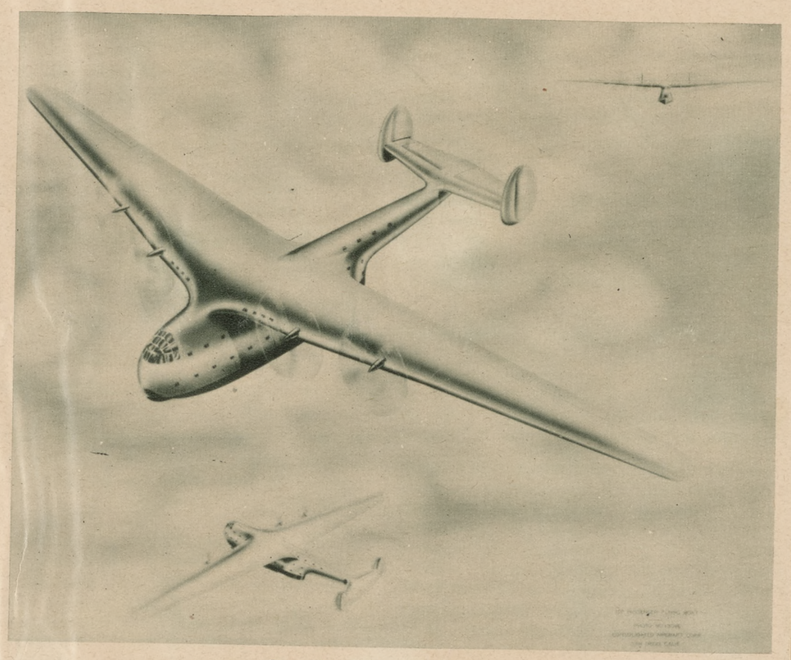
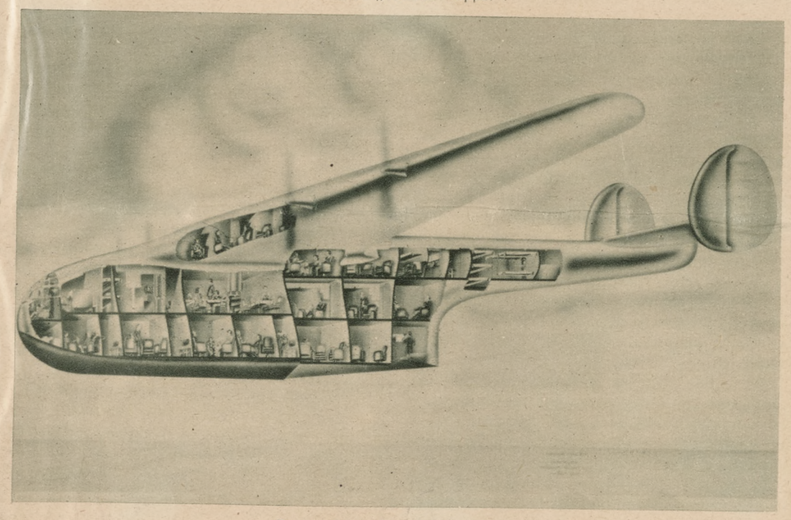
Geheel normaal is bijv., dat escadrilles PBY vliegbooten met de complete bemanning en uitrusting, van Californië naar Honoloeloe vliegen, een afstand van bijna 5000 km over de open zee. Zoo normaal is dit zelfs, dat de Amerikaansche kranten aan een dergelijke vlucht vrijwel geen aandacht meer besteden, doch het feit, dat alle overtochten onder een enkel incident verliepen en met



Consolidated „Yankee Clipper".



De inrichting der plaatsruimten.

De eetzaal van de „Yankee Clipper".

de regelmaat van een klok, spreekt voor de betrouwbaarheid van dit vliegtuig. De machines der Marine vliegen geregeld over water, doch Richard Archbold, die de eerste commercieele versie van de PBY kocht, maakte met zijn machine een vlucht van San Diego naar New York, ruim 4300 km dwars over het Amerikaansche continent. Bij zijn aankomst had hij nog genoeg benzine aan boord om halverwege San Diego te kunnen terugvliegen. Sir Hubert Wilkins gebruikte hetzelfde toestel voor zijn tochten over het Noordpoolgebied, toen hij in opdracht der Russische regeering zocht naar Sigismund Levaneffski en zijn mannen, waarbij hij een afstand van meer dan 30.000 km in totaal aflegde. Alhoewel geregeld de vleugels en staartvlakken met ijs waren bedekt, bleef de machine goed functionneeren en zulks ondanks het feit, dat zij reeds was overbelast door de groote lading aan levensmiddelen, speciale uitrusting en brandstof.

Van het begin af aan werd verwacht, dat de PBY op slechts één motor zou kunnen vliegen bij het volle vlieggewicht. Niemand echter dacht aan de mogelijkheid om ook op slechts één motor te kunnen starten, totdat de chef der fabrieksvliegers op grond van zijn ervaring, dit idee opperde. Als gevolg hiervan werden verschillende proeven genomen met het starten met slechts één

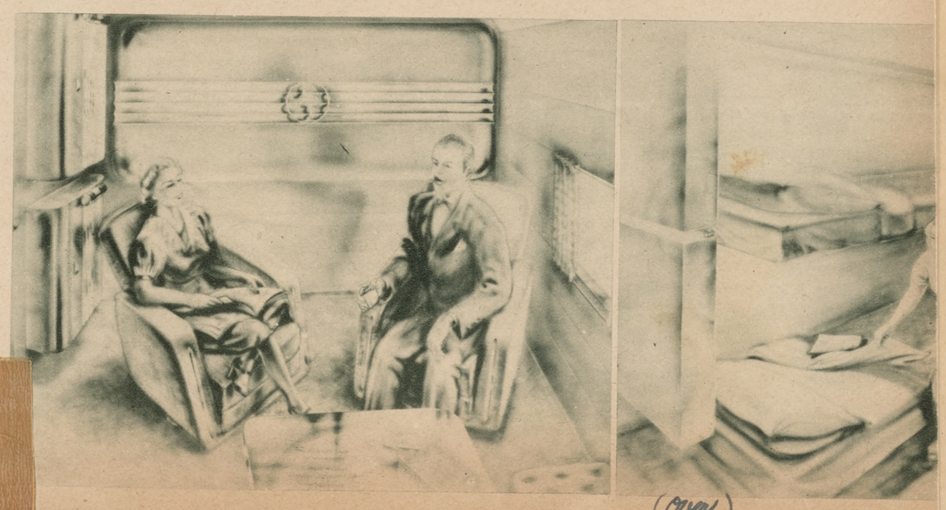
Een vier-persoons kajuit overdag.

motor en men kwam tot de ontdekking, dat zulks mogelijk was met de compleet uitgeruste machine plus een hoeveelheid benzine in de tanks, voldoende voor een nonstopvlucht van meer dan 2000 km. Natuurlijk moet een patrouille-vliegboot op de open zee kunnen neerstrijken en ook weer kunnen starten, zelfs bij ruwe zee en ook in dit opzicht heeft de PBY aan alle verwachtingen voldaan.

Waar wij in „De Vliegsport" van den 17en September verleden jaar op blz. 6 reeds een volledige beschrijving van de PBY gaven, willen wij er hier niet meer op terugkomen. Intusschen zijn thans wel verschillende prestaties bekend geworden; de maximum snelheid op 3650 m bedraagt 312 km/u, de minimum snelheid is 98 km/u, het vliegbereik 6758 km bij windstilte en kruissnelheid, het practische plafond 8900 m, terwijl een hoogte van 4575 m in 13′ 24″ wordt bereikt en de boot bij windstilte en gladde zee in 18″ los is.

Uit de PBY is een verkeersvliegtuig voor 24 passagiers ontwikkeld, dat wij ook reeds eerder beschreven en nu ook een amphibievliegboot met een driewielig onderstel. De beide achterwielen verdwijnen in de zijwanden van den romp en het neuswiel in de voorsteven; een en ander heeft aan de structuur van den romp niets veranderd, terwijl de maximum snelheid door dit arrangement slechts met 10 km/u is verminderd. Het vlieggewicht bedraagt 7711 kg en de bemanning bestaat uit vier koppen. Op een basis van een kruissnelheid van 241 km/u bij 60 % van het beschikbare vermogen en vliegende op een hoogte van 3650 m, bedraagt het vliegbereik 965 km indien 30 passagiers worden vervoerd en 2900 km met 12 passagiers, in welk geval de kajuit is uitgerust met fauteuils, welke 's nachts in couchettes kunnen worden veranderd. Andere inrichtingen van de kajuit zijn natuurlijk eveneens mogelijk en zoo zijn de PBY amphibie en vliegboot ook te leveren als vrachtvliegtuig, luchtjacht of exploratie-vliegtuig. In dezen laatsten vorm maakt een PBY deel uit van de uitrusting van de expeditie van Richard Archbold naar Nieuw Guinea.

Consolidated heeft ook meegedongen naar de prijsvraag van Pan American Airways voor de „Yankee Clippers", welke in staat moeten zijn om een betalende lading van 11.340 kg, w.o. 100 passagiers met hun bagage en een bemanning van 16 koppen te vervoeren over een afstand van 8000 km, terwijl het toestel zal moeten kunnen vliegen op een hoogte van 6100 m, waarbij de druk in de kajuit gelijk moet zijn aan die, welke heerscht op een hoogte van 2450 m. In tegenstelling tot de andere fabrieken, heeft Consolidated dit type ontworpen als een vier-motorige vliegboot. Men heeft dit kunnen doen door 36 der 100 passagiers in den vleugel onder te brengen; wel is waar is de vleugel hierdoor wat dikker geworden dan strikt noodzakelijk is voor de sterkte, doch hiertegenover staat een belangrijk geringer motorvermogen, dus een goedkoopere



Een twee-persoons kajuit ingericht als dag- en als nachtverblijf.

(over)

No. 3. VIERDE JAARGANG – VRIJDAG 2 SEPTEMBER 1938

C. van STEENDEREN Jr.
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de Vliegsport

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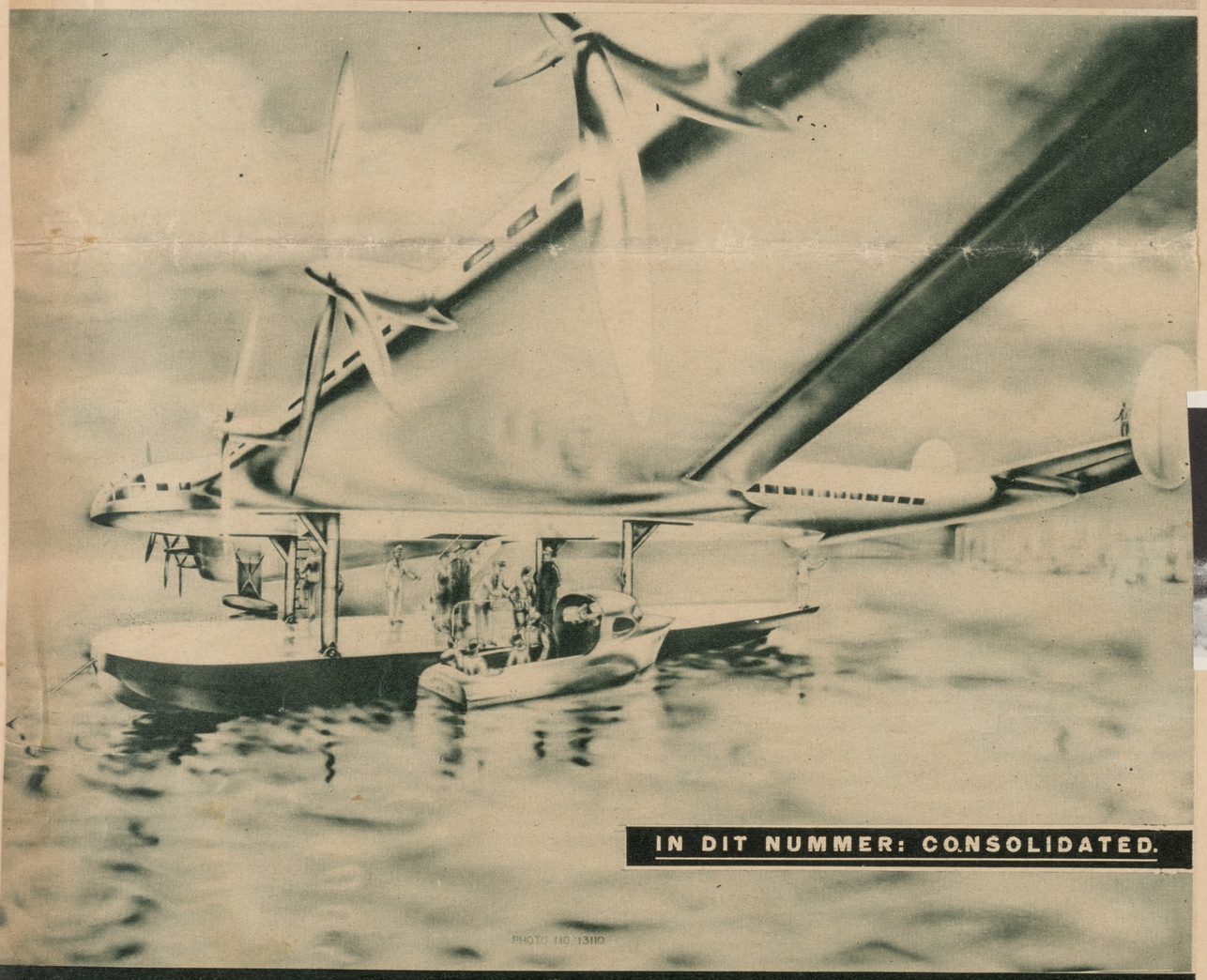

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S.D.SUN 1/9/38

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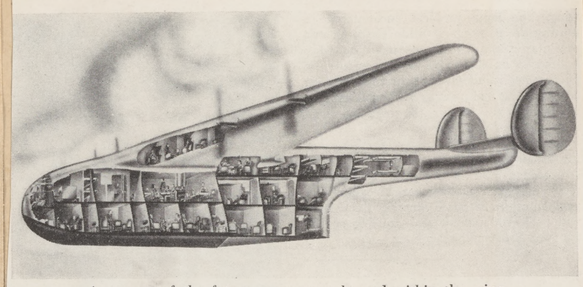
SCIENTIFIC AMERICAN 197



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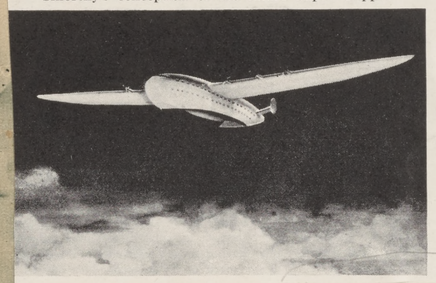

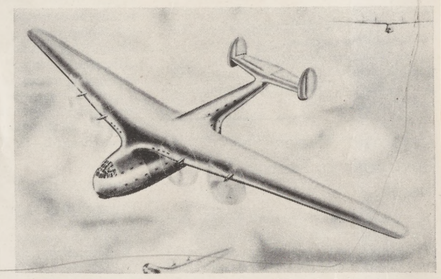

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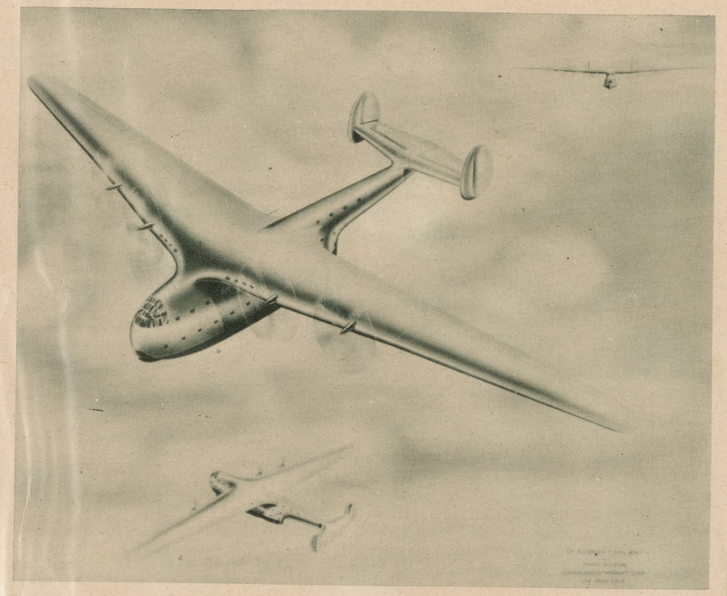
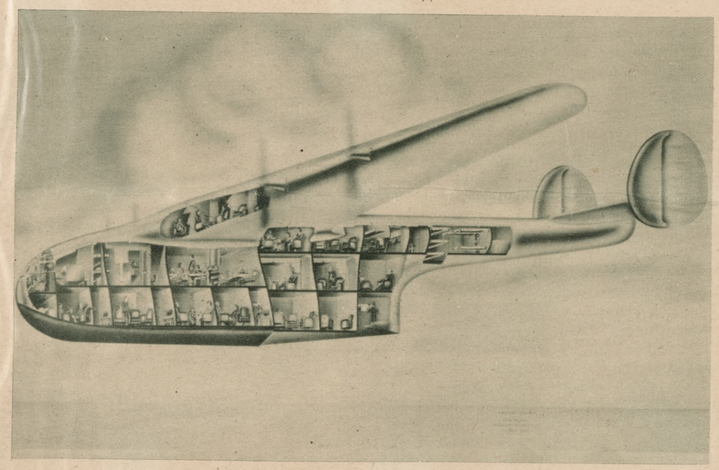
Kort na de aflevering van de eerste machine, vloog deze non-stop van Coco Solo bij het Panama Kanaal naar Alameda in Californië, een afstand van ruim 5500 km. Alhoewel later door verschillende verbeteringen het vliegbereik werd gebracht op meer dan 6400 km, was het direct duidelijk, dat dergelijke vliegbooten in minder dan een ag van een basis naar een anderen, op ooten afstand gelegen, basis zouden kunen worden gevlogen. Zooiets is natuurlijk niet mogelijk met schepen, vooral niet als een groot stuk land tusschen de beide bases ligt. Torpedojagers zouden een dag of elf noodig hebben om van 'San Francisco naar New York te gaan, via het Panama Kanaal, terwijl de PBY's in één dag in New York zouden kunnen zijn. De prestaties der PBY vliegbooten, sedert die eerste recordvlucht, zouden een boek vullen, doch een overzicht der voornaamste vluchten zal u duidelijk maken, waarom dit type, dat thans ook voor den export beschikbaar is, in zoo grooten getale bij de Amerikaansche Marine in gebruik is.

Geheel normaal is bijv., dat escadrilles PBY vliegbooten met de complete bemanning en uitrusting, van Californië naar Honoloeloe vliegen, een afstand van bijna 5000 km over de open zee. Zoo normaal is dit zelfs, dat de Amerikaansche kranten aan een dergelijke vlucht vrijwel geen aandacht meer besteden, doch het feit, dat alle overtochten onder een enkel incident verliepen en met



Consolidated „Yankee Clipper".



De inrichting der plaatsruimten.

De eetzaal van de „Yankee Clipper".

de regelmaat van een klok, spreekt voor de betrouwbaarheid van dit vliegtuig. De machines der Marine vliegen geregeld over water, doch Richard Archbold, die de eerste commercieele versie van de PBY kocht, maakte met zijn machine een vlucht van San Diego naar New York, ruim 4300 km dwars over het Amerikaansche continent. Bij zijn aankomst had hij nog genoeg benzine aan boord om halverwege San Diego te kunnen terugvliegen. Sir Hubert Wilkins gebruikte hetzelfde toestel voor zijn tochten over het Noordpoolgebied, toen hij in opdracht der Russische regeering zocht naar Sigismund Levaneffski en zijn mannen, waarbij hij een afstand van meer dan 30.000 km in totaal aflegde. Alhoewel geregeld de vleugels en staartvlakken met ijs waren bedekt, bleef de machine goed functionneeren en zulks ondanks het feit, dat zij reeds was overbelast door de groote lading aan levensmiddelen, speciale uitrusting en brandstof.

Van het begin af aan werd verwacht, dat de PBY op slechts één motor zou kunnen vliegen bij het volle vlieggewicht. Niemand echter dacht aan de mogelijkheid om ook op slechts één motor te kunnen starten, totdat de chef der fabrieksvliegers op grond van zijn ervaring, dit idee opperde. Als gevolg hiervan werden verschillende proeven genomen met het starten met slechts één

Een vier-persoons kajuit overdag.

motor en men kwam tot de ontdekking, dat zulks mogelijk was met de compleet uitgeruste machine plus een hoeveelheid benzine in de tanks, voldoende voor een nonstopvlucht van meer dan 2000 km. Natuurlijk moet een patrouille-vliegboot op de open zee kunnen neerstrijken en ook weer kunnen starten, zelfs bij ruwe zee en ook in dit opzicht heeft de PBY aan alle verwachtingen voldaan.

Waar wij in „De Vliegsport" van den 17en September verleden jaar op blz. 6 reeds een volledige beschrijving van de PBY gaven, willen wij er hier niet meer op terugkomen. Intusschen zijn thans wel verschillende prestaties bekend geworden; de maximum snelheid op 3650 m bedraagt 312 km/u, de minimum snelheid is 98 km/u, het vliegbereik 6758 km bij windstilte en kruissnelheid, het practische plafond 8900 m, terwijl een hoogte van 4575 m in 13′ 24″ wordt bereikt en de boot bij windstilte en gladde zee in 18″ los is.

Uit de PBY is een verkeersvliegtuig voor 24 passagiers ontwikkeld, dat wij ook reeds eerder beschreven en nu ook een amphibievliegboot met een driewielig onderstel. De beide achterwielen verdwijnen in de zijwanden van den romp en het neuswiel in de voorsteven; een en ander heeft aan de structuur van den romp niets veranderd, terwijl de maximum snelheid door dit arrangement slechts met 10 km/u is verminderd. Het vlieggewicht bedraagt 7711 kg en de bemanning bestaat uit vier koppen. Op een basis van een kruissnelheid van 241 km/u bij 60 % van het beschikbare vermogen en vliegende op een hoogte van 3650 m, bedraagt het vliegbereik 965 km indien 30 passagiers worden vervoerd en 2900 km met 12 passagiers, in welk geval de kajuit is uitgerust met fauteuils, welke 's nachts in couchettes kunnen worden veranderd. Andere inrichtingen van de kajuit zijn natuurlijk eveneens mogelijk en zoo zijn de PBY amphibie en vliegboot ook te leveren als vrachtvliegtuig, luchtjacht of exploratie-vliegtuig. In dezen laatsten vorm maakt een PBY deel uit van de uitrusting van de expeditie van Richard Archbold naar Nieuw Guinea.

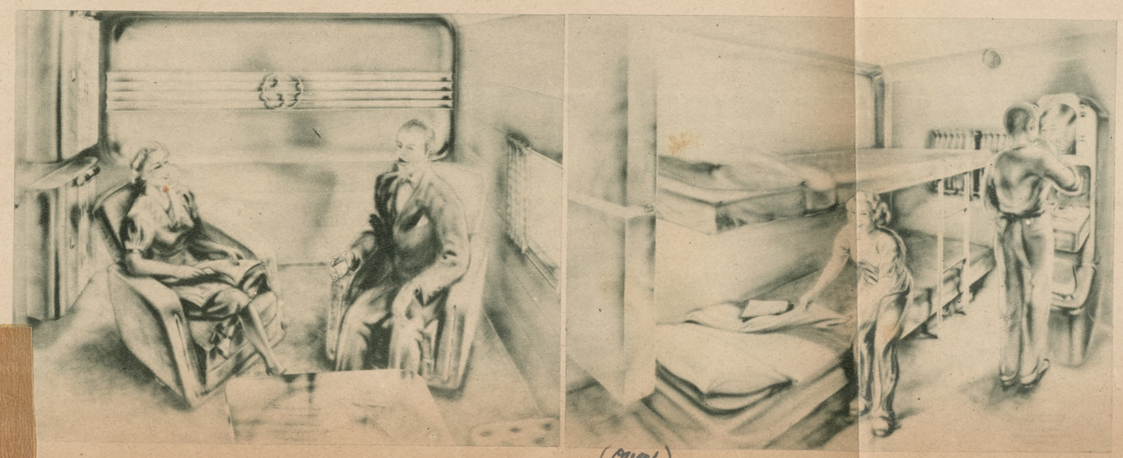
Consolidated heeft ook meegedongen naar de prijsvraag van Pan American Airways voor de „Yankee Clippers", welke in staat moeten zijn om een betalende lading van 11.340 kg, w.o. 100 passagiers met hun bagage en een bemanning van 16 koppen te vervoeren over een afstand van 8000 km, terwijl het toestel zal moeten kunnen vliegen op een hoogte van 6100 m, waarbij de druk in de kajuit gelijk moet zijn aan die, welke heerscht op een hoogte van 2450 m. In tegenstelling tot de andere fabrieken, heeft Consolidated dit type ontworpen als een vier-motorige vliegboot. Men heeft dit kunnen doen door 36 der 100 passagiers in den vleugel onder te brengen; wel is waar is de vleugel hierdoor wat dikker geworden dan strikt noodzakelijk is voor de sterkte, doch hiertegenover staat een belangrijk geringer motorvermogen, dus een goedkoopere exploitatie, hetgeen de wat grootere weerstand en dus wat lagere kruissnelheid meer dan compenseert.

Ten einde de vrije ruimte in de cabines in den vleugel niet te verminderen, zijn de wanden uitgevoerd als de hoofdribben, terwijl hulpribben langs het plafond en den voorkant loopen, zonder dat de passagiers hier last van hebben. Een voordeel van deze constructie is nog, dat de dragende vleugelhuid nu voldoende sterk bleek te zijn om de druk bij het vliegen in de sub-stratosfeer te weerstaan zonder dat het noodig was extra versterkingen aan te brengen.

Vier vloeistof gekoelde Allison motoren van 2150 pk elk zijn geheel in den vleugel ondergebracht en drijven de schroeven door verlengde assen. De motoren zijn gedurende de vlucht bereikbaar en kleine reparaties kunnen zonder moeite worden verricht. De kruissnelheid bedraagt 386 km/u. Aan de inrichting der cabines is natuurlijk alle zorg besteed. Er zijn cabines voor twee en voor vier passagiers, die overdag beschikken over draaibare fauteuils met verstelbare leuning. 's Nachts kunnen deze stoelen worden veranderd in couchettes; de boven-couchettes zijn in de wanden geborgen zooals in een slaapwagen. Er is voldoende ruimte tusschen de bedden om rechtop te kunnen zitten. Alle twee-persoons kajuiten hebben een wegklapbare waschtafel, terwijl voor de vierpersoons kajuiten toiletkamers voor 12 menschen zijn ingericht. De eetzaal ligt op het middendek en trappen leiden naar het boven- en benedendek. Achttien menschen kunnen tegelijkertijd dineeren. De passagiers beschikken verder nog over een lounge, een schrijfzaal en een promenadedek.

De bemanning beschikt over twee kajuiten. De grootste ligt op het bovendek in de rompstaart en is ingericht voor zeven menschen. Behalve de zeven bedden is hier een waschtafel en een toilet, terwijl ieder lid der bemanning over één eigen kast beschikt. Een kleinere kajuit voor twee man bevindt zich op het middendek achter de stuurhut en voor de keuken. Deze keuken ligt vlak naast de eetzaal en is zoo volledig ingericht als die van een luxe-jacht. Zeer complete warme maaltijden kunnen dan ook gedurende de reis worden geserveerd.

De handbagage gaat met den passagier in zijn cabine, doch de groote bagage wordt gestouwd in de ruimen, waar ook de post en vrachtgoederen worden geladen. Er zijn drie van dergelijke ruimen, één onder de stuurhut, één boven de keuken in den vleugel en één achter in de staart; zij zijn gedurende de vlucht bereikbaar. De stuurhut neemt het voorste deel van het middendek in beslag. Dienst doen steeds een 1ste officier en een 2e officier als bestuurders, een werktuigkundige, een marconist en een navigator. De marconist en de navigator zitten achter de stuurhut en hun instrumenten zijn langs de wanden opgesteld. De werktuigkundige zit tegen den achterwand, waar op een paneel alle motorinstrumenten zijn ge-



Een twee-persoons kajuit ingericht als dag- en als nachtverblijf.

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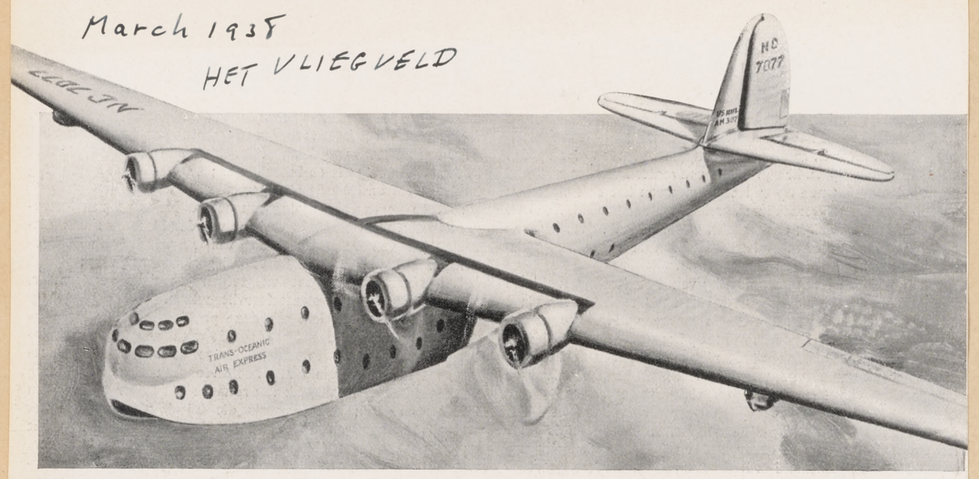
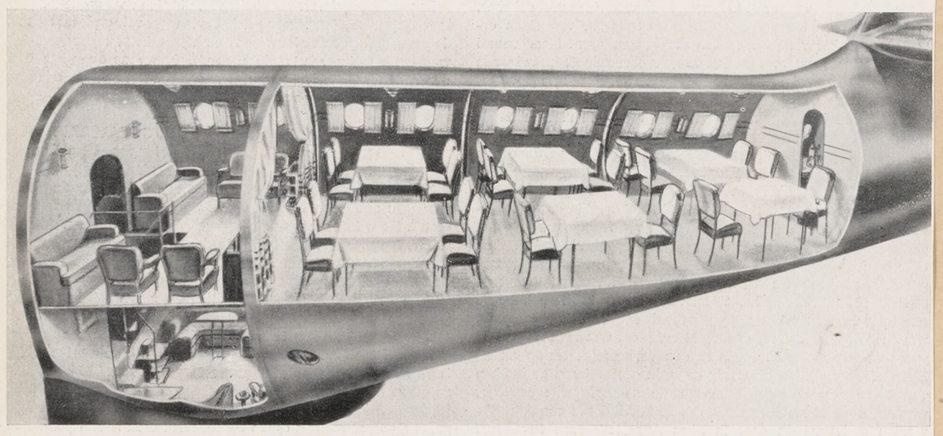


Vier-motorige vliegboot voor transatlantisch verkeer, ontworpen door de Consolidated Aircraft Corporation

Consolidated Oceaan-vliegboot

EVENALS zulks reeds het geval is met vele andere vormen en uitingen van technisch-kunnen, zoo begint zich bij de Amerikanen, in steeds sterkere mate, ook op het gebied van den vliegtuigbouw de zin voor het „kolossale" te ontwikkelen. Al lang kennen we Amerika als het land van de hoogste huizen, de grootste bruggen, de dikste boomen, de rijkste menschen en de 't schoonst opgemaakte filmvrouwen, mitsgaders als het land van duizend-en-één andere zaken die de biggest en greatest en largest in dit ondermaansche zijn. Waarom zouden de Yankees zich dus ook niet met het praedicaat tooien, de scheppers van de grootste vliegtuigen ter wereld te mogen heeten? Op het oogenblik zijn ze dat gedecideerd nog niet, maar men is aan gene zijde van den grooten plas toch ijverig doende, om het te worden.

Indrukwekkende apparaten zijn reeds de Sikorsky „flying dreadnought", de XPBS-1 met vier 1050 pk Pratt & Whitney „Twin Wasp" motoren, een voor de Amerikaansche Marine bestemde vliegboot, die 13 Augustus van het vorige jaar haar eerste vlucht maakte, alsmede de Consolidated XPB2Y-1, 'n eveneens voor de Amerikaansche Marine gebouwde vliegboot met vier Twin Waspen van 1050 pk elk, die in December vorig jaar klaar kwam (zie afbeelding bl 71 en 80). Verder noemen we de vier-motorige Martin 156, een Oceaan-vliegboot voor 46 passagiers, uitgerust met vier Wright „Cyclone" motoren, elk van 1000 pk. Deze boot heeft 47,85 m vlucht en weegt leeg 13.479 kg en volledig belast 28.148 kg. Voor de proefvluchten gereed, is de vier-motorige Douglas DC-4 landeendekker, die ingericht is voor het vervoer van 40 passagiers. Dit jongste lid van de vermaarde familie der DC-2's en DC-3's, heeft 42,16 m vlucht en weegt, volledig belast, 27.240 kg. Voor de Pan American



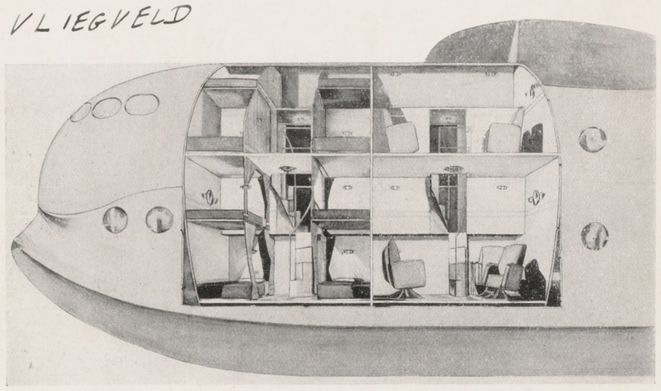
De eetzaal en het salon op het bovendek. Onderaan links de cocktail lounge

Airways staan nog op stapel zes Boeings-314, een vier-motorige hoogdekker vliegboot voor trans-atlantisch verkeer, ingericht voor het vervoer van 72 passagiers. Deze luchtreus heeft bijna 46½ m vluchtwijdte, 22.185 kg eigen gewicht en een totaal vliegvaardig gewicht van 37.340 kg.

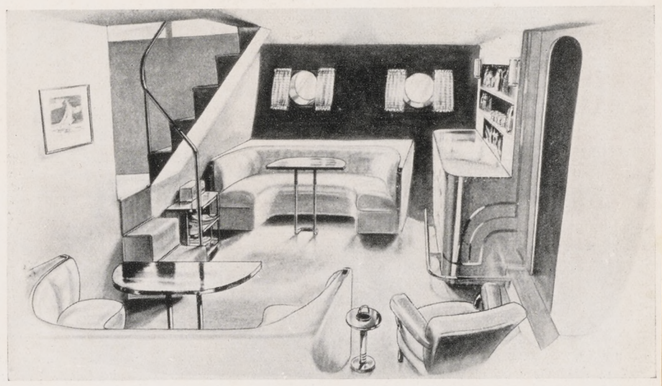
Maar nog weer veel grooter zijn de ontwerpen van voor de nabije toekomst bestemde luchtreuzen, waaraan in de teekenkamers van verschillende Amerikaansche vliegtuigfabrieken momenteel het leven wordt, of reeds is gegeven. De directie der Pan American Airways, die dan bij de Boeing fabriek zes vier-motorige Boeing-314 vliegbooten in bouw heeft gegeven, heeft alweer aan de toekomst gedacht en de luchtvaart-wereld in verbazing gebracht, door een competitie uit te schrijven betreffende den bouw van een Oceaan-vliegboot voor het vervoer van 100 passagiers met een bemanning van 16 koppen. De P.A.A. maakt hier ineens een heel groote stap, want wat zij thans vraagt, is een vliegboot die tweemaal de lading moet kunnen torsen en het dubbele van den afstand kunnen afleggen van de Boeing-314, die nog op stapel staat. De nieuwe boot moet kunnen vliegen op een hoogte van 6000 meter of hooger, terwijl de druk in de cabine overeenkomt met een hoogte van 2400 meter.

Tot deelneming aan de competitie zijn uitgenoodigd Boeing, Consolidated, Curtiss-Wright, Douglas, Lockheed, Glenn Martin, North American en Sikorsky. Daar met het uitwerken van een dergelijk ontwerp natuurlijk groote kosten gemoeid zijn, kan elke fabriek eerst een vóór-ontwerp inleveren met een voorloopige bsschrijving van de typen motoren die men denkt te gebruiken. Indien de Pan American Airways voor dit vóórontwerp belangstelling heeft, zal zij bij de betrokken fabriek een tweede, meer gedetailleerde beschrijving aanvragen. Elke fabriek die uitgenoodigd zal worden een meer uitgewerkt ontwerp in te zenden, ontvangt als tegemoetkoming in de kosten, een bedrag van f. 42.000.—, welk bedrag zij mag behouden, ook wanneer zij geen opdracht ontvangt.

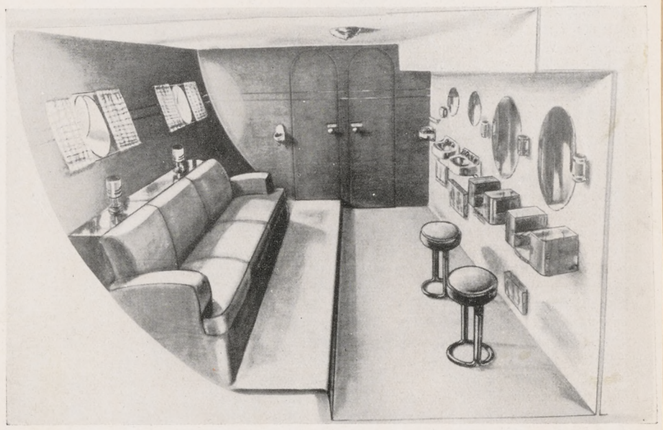
De ervaring heeft bewezen, hoe gevaarlijk en onverstandig het met betrekking tot het aviatisch menschelijk-vernuft is, te beweren „dat het niet kan". Men heeft vroeger zoo dikwijls gezegd, dat iets niet kon, terwijl al spoedig bleek, dat het wèl kon. Toch zijn er menschen, die vrij sceptisch staan tegenover de wijze



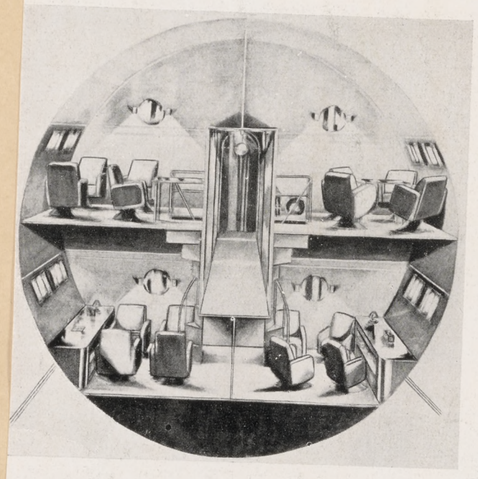
Nacht- en dagverblijven.



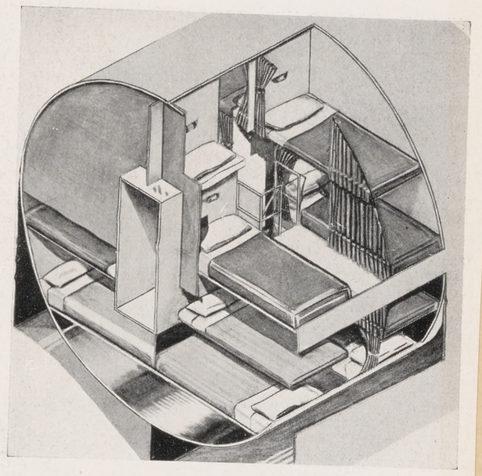
De cocktail-lounge



Dames-toilet.



Passagiers-dagverblijf



Slaapvertrekken

waarop de P.A.A. thans de scheppingskracht der Amerikaansche constructeurs uitdaagt. De bekende Amerikaansche vliegermajoor All Williams bijv., heeft zich over de competitie der Pan American Airways als volgt uitgelaten.

„Wie heeft in ons land" — aldus All Williams — „de motoren, die 2500 pk kunnen leveren bij een kruissnelheid van 62 pCt. van het totale vermogen? Droomen zijn mooi, maar wat nu gevraagd wordt, moet verwezenlijkt worden. Iemand moet zóó mooi droomen, dat we tot het ontwerp van de motoren komen, die straks het werk moeten doen"... . Anderen weer, zijn minder pessimistisch dan All Williams. Ook zijn er, die het heele probleem eenvoudig nonchalant wegwuiven, door te zeggen: „Als Pan American Airways kans ziet om het geld voor zoo'n boot te vinden, zien onze ingenieurs wel kans, om zoo'n boot te bouwen". Ongetwijfeld heeft het vernuft het geld gemaakt. Maar het geld kan geen vernuft maken. Het wèl een handje helpen. Met groote belangstelling wachten we het resultaat der P.A.A.-competitie af.

Intusschen heeft de Consolidated Aircraft Corporation te San Diego in Californië, die voor Europa vertegenwoordigd wordt door de Fokker fabriek hier te lande, het ontwerp van een Oceaan-vliegboot gereed, die toch ook alweer een heele stap in de richting van het door de P.A.A. gevraagde monster-project is. Aan ontwerpen en voorproefnemingen voor dit project, heeft Consolidated reeds een bedrag van meer dan $ 100.000 besteed. Het ontwerp, waarvan wij hierbij eenige interieur-afbeeldingen geven, betreft een geheel metalen eendekker-vliegboot met twee dekken, ingericht voor het vervoer van 54 passagiers en een bemanning van 10 koppen. Er zijn 14 hutten, voor twee tot vier passagiers elk. Het bovendek loopt door tot achter in den bootsromp, waarin zich, onder het stabilo, de keuken bevindt. De op dit dek gelegen eetzaal, biedt plaats aan 20 passagiers, verdeeld over 6 tafels. Het voorste gedeelte van de eetzaal, is ingericht als lounge, terwijl we vlak hieronder, op het beneden dek, de cocktail lounge vinden. In het voorste gedeelte van den bootsromp, zijn zoowel op het beneden- als het bovendek, de verschillende passagiersverblijven en de toiletten ingericht. In den neus van de boot bevinden zich het ruime stuurhuis, de kaartenkamer en de verblijven voor de bemanning. In deze luxueuse uitvoering kunnen, als gezegd, 54 passagiers worden vervoerd. De Consolidated Oceaan-vliegboot kan echter, wanneer uitgerust met een meer eenvoudige cabine-inrichting, zooals in de bestaande groote vliegbooten, zeer wel 75 passagiers met bagage, vervoeren op een Oceaanvlucht van Engeland naar Amerika en 100 passagiers met bagage, op een vlucht over den Oceaan in oostelijke richting. Vliegende naar Europa kan de betalende lading grooter zijn, omdat dan, in verband met den overheerschenden westenwind, minder bedrijfsstof behoeft te worden meegenomen.

De voornaamste cijfers betreffende dezen luchtreus zijn: vluchtwijdte 56,39 meter en vleugeloppervlak 270 m². Leeggewicht 25.199 kg, nuttige last 24.741 kg, totaal vliegvaardig gewicht 49.940 kg. Motorvermogen 4 × 1500 pk. Snelheid op 3050 meter 364 km/h, op zeeniveau 330 km/h. Vliegbereik met 4535 kg baatlast 9660 km, met 13.605 kg baatlast 4830 km.

HENRI HEGENER

Voordrachtavond op 25 Maart a.s.

DE Koninklijke Nederlandsche Vereeniging voor Luchtvaart zal, in samenwerking met de Amsterdamsche Aero-Club, een voordrachtavond houden op Vrijdag 25 Maart in Hotel Krasnapolsky te Amsterdam, waar de heer Prof. Dr. J. Kampé de Fériet, directeur van het stroomingsinstituut van de Universiteit van Rijssel (Lille) zal spreken. De voordracht, die verlucht zal worden met lichtbeelden en film, is getiteld

Sur la Turbulence de l'Atmosphère

Deze onderzoeker heeft veel aandacht besteed aan de inwendige bewegingen van de atmosfeer, welke bij slecht weer de onrustige stooten geven, die de constructie der vliegtuigen zwaar kunnen belasten. De veiligheid der vliegtuigen wordt pas verzekerd, indien voldoende over deze luchtbewegingen bekend is. Bij zijn onderzoek is gebruik gemaakt van registreer-instrumenten in vliegtuigen en aan den grond. Verder zijn zeer interessante kinofilms gemaakt, die te Amsterdam zullen worden vertoond, van het ontstaan en groei en verval van wolken, ook bij de Matterhorn. Van dezen pyramidevormigen berg, is een model in de windtunnel onderzocht ter vergelijking met hetgeen in de vrije afmosfeer is waargenomen.

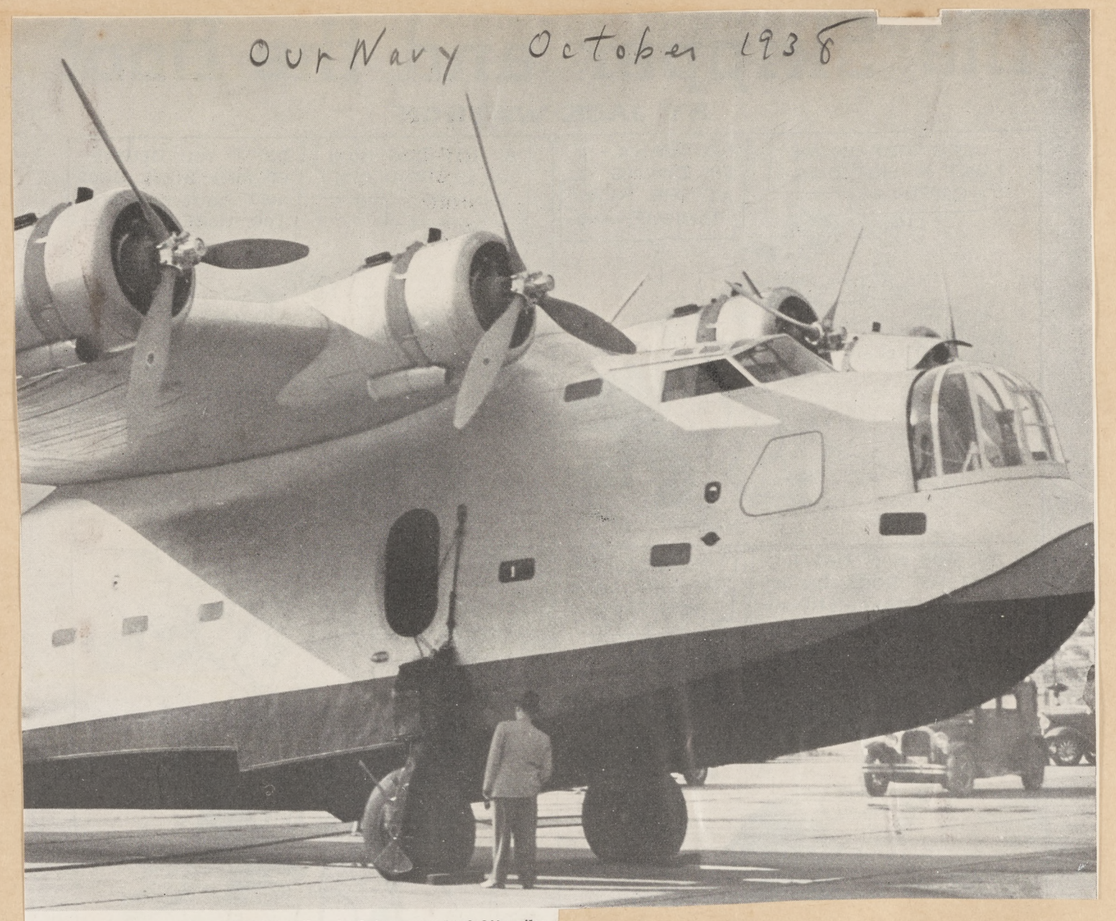
Wij zijn overtuigd, dat Prof. Kampé de Fériet, zijn toehoorders zal weten te boeien. Zijn bekendheid met de Duitsche taal, kan het debat vergemakkelijken.

March 1938
HET VLIEGVELD

Consolidated XPB2Y-1 verkennings- en bomwerpvliegboot der Amerikaansche Marine

Our Navy October 1938

Here is one million dollars worth of Navy long-range bomber. (Later ones will not cost as much.) It is Consolidated's XPB2Y-1 and is the very last word, afloat, in naval aircraft along the line of air cruisers. The tail surfaces (empennage) appear on the cover of this issue and are featured by a machine gun nest in what there is of a vertical fin. Performance figures have not been released, but expert observers have noted engines (four) of 1050 horsepower each; a wing span of 115 feet; a length of 80 feet; a height (on landing gear) of 22 feet; have



estimated a range of 5,000 miles, loaded; a speed of 240 miles per hour; a weight of 30 tons. The air cruiser will be manned by a crew of 16. Sleeping accommodations are provided for eight and the ship is fully equipped with a galley, restrooms and other comfort features during long flights. Machine guns of extra large caliber will be mounted in the turrets in nose, fuselage and tail. Consolidated's huge plant has been revamped to put these long-range bombers into quantity production immediately.

October 1938
Scientific American.

DEATH FROM THE SKY ?

Official U. S. Navy Photograph

"Regrettable" Violations of Rules of Warfare . . . Bombing to Shatter Morale of Civilians . . . Inaccuracy Makes the Airplane Bomb a More Fearful Weapon of Offense

By ARTHUR E. OXLEY, M.A., D.Sc.
Major, Royal Air Force

'GUBA' ON FLIGHT TO GET SUPPLIES

S.D. SUN 10/15/38

To obtain supplies, Richard Archbold's $250,000 Consolidated airboat, the "Guba," has been flown from Hollandia, Dutch New Guinea, to Cairns, Queensland, Australia, Barney F. Boyd, local amateur radio operator said today.

The "flying laboratory" was piloted by Russell Rogers, who was accompanied by Raymond Booth, raidoman; Capt. Lewis Yancey, navigator; and Gerald Brown and Stephen Barrinka, engineers. Mr. Archbold and Harold Ramm, operator of the scientific party's base radio station at Hollandia, remained in Dutch New Guinea, where the former is leading a biological expedition for the American Museum of Natural History.

NAVY TO SPEAK AROUND WORLD

S.D. SUN OCT. 30, 1938

A voice from the sky nearly a mile above San Diego will comprise part of an international pre-Navy day program to be held Sunday.

The voice of Vice Adm. Ernest J. King, commander of Fleet Air Force, will be heard from the radio room of the new Consolidated four-motor bomber at 11 a.m. Lieut. Comdr. Andrew Crinkley will be at the controls.

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S.DUNION 10/24/38

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S.D. SUN Oct. 16, 1938

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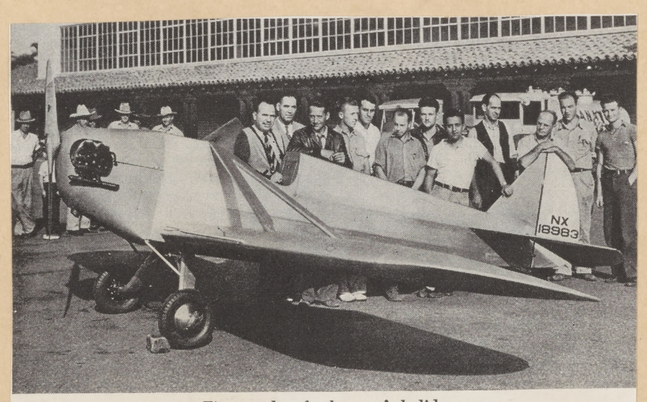

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Seventeen American November 1938

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S.D. SUN 11/13/38

In the CHART HOUSE

By HAROLD KEEN

Mayor Benbough and the

(Continued in next column)

STATE at B

Wm Pay Top Price
FOR YOUR CAR OR EQUITY

Autos Wanted 6

ANDY WOODS, 833 K St. P. 3249

Balsam at $295. Weight only 1240 lb. ex
cellent condition. Weight above. In ex
mattress, sink. Coleman stove. In
SLEEPS 4, clean & lovely. Inner sprin
AIR STREAM, 1937 MODEL

Auto Trailers 5

Harley-Davidson Agency. 939 India E
USED machine, all makes at prices th
BETTER USED MACHINES on EZ TERM

Motorcycles 5

are right. Indian Agency, 1041 Columbi

priced for quick sale; will trade. J-1036
7-ft. beam, 3 years old, fully equippe
21-FT. fishing and pressure cabin cruiser

Sacrifice for quick sale. 2633 San Dieg
overhauled, looks like new; guaranteed
60½-FT. DODGE RUNABOUT, completel
Ave., except Sundays.

Boats and Yachts 5

WANTED—AT SAN DIEGO ZOO, OLI
WORN OUT HORSES. P. 2151.

National City.
1 COW, jersey; 1 heifer calf and 7 your
feeder pigs, reasonable. 1205 Palm Ave

Livestock 5

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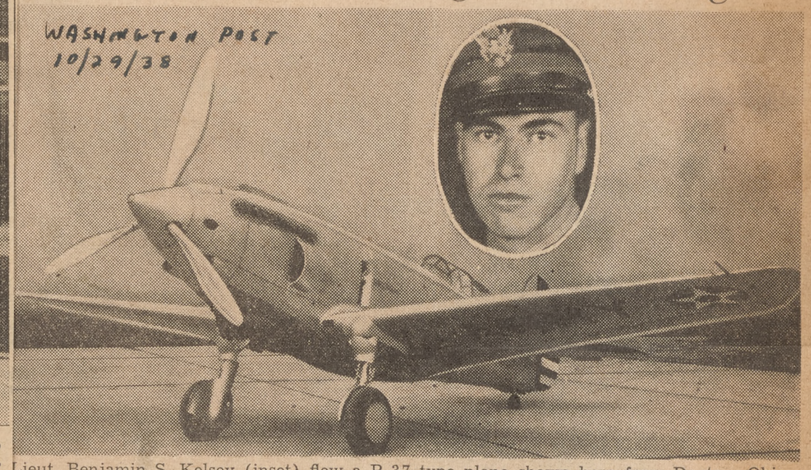
WASHINGTON POST 10/29/38



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William Wheatley and R. R. Keith, Consolidated Aircraft Corp. observers.

Here is one million dollars worth of Navy long-range bomber. (Later ones will not cost as much.) It is Consolidated's XPB2Y-1 and is the very last word, afloat, in naval aircraft along the line of air cruisers. The tail surfaces (empennage) appear on the cover of this issue and are featured by a machine gun nest in what there is of a vertical fin. Performance figures have not been released, but expert observers have noted engines (four) of 1050 horsepower each; a wing span of 115 feet; a length of 80 feet; a height (on landing gear) of 22 feet; have

Our Navy October 1938

estimated a range of 5,000 miles, loaded; a speed of 240 miles per hour; a weight of 30 tons. The air cruiser will be manned by a crew of 16. Sleeping accommodations are provided for eight and the ship is fully equipped with a galley, restrooms and other comfort features during long flights. Machine guns of extra large caliber will be mounted in the turrets in nose, fuselage and tail. Consolidated's huge plant has been revamped to put these long-range bombers into quantity production immediately.

October 1938
Scientific American.

DEATH FROM THE SKY ?

Official U. S. Navy Photograph

"Regrettable" Violations of Rules of Warfare . . . Bombing to Shatter Morale of Civilians . . . Inaccuracy Makes the Airplane Bomb a More Fearful Weapon of Offense

By ARTHUR E. OXLEY, M.A., D.Sc.
Major, Royal Air Force

'GUBA' ON FLIGHT TO GET SUPPLIES

S.D. SUN 10/15/38

To obtain supplies, Richard Archbold's $250,000 Consolidated airboat, the "Guba," has been flown from Hollandia, Dutch New Guinea, to Cairns, Queensland, Australia, Barney F. Boyd, local amateur radio operator said today.

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NAVY TO SPEAK AROUND WORLD

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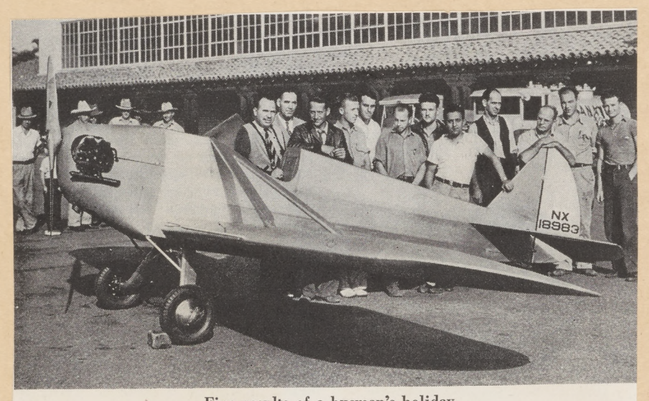

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S.D. SUN 11/13/38

In the CHART HOUSE

By HAROLD KEEN

Mayor Benbough and the Chamber of Commerce stood for a lot of good-natured joshing on San Diego weather by Rear Adm. R. R. Waesche, Coast Guard commandant who inspected local facilities during his first visit here in two years last Thursday.

◇ ◇ ◇

"Back in 1910, when I first came to San Diego," he recalled, "the only place I could find to live in had no heat; they didn't think it was necessary in this wonderful climate, you know.

"Well, sir, it was so cold that winter that I had to chop the ice out of the basin to wash myself in the mornings."

◇ ◇ ◇

The mayor assured Rear Adm. Waesche that San Diego homes today on the whole have adequate heating. "That's for your information," quoth the mayor, "just in case you are looking for some place to settle."

◇ ◇ ◇

The engineers who constituted the technical party sent to Taganrog, Russia, by Consolidated Aircraft Corp. last year took advantage of their European sojourn to do the traveling every person dreams of, but somehow never gets around to in his lifetime.

◇ ◇ ◇

Take the case of Tom Palsulich, for example. Being a bachelor, he had no one but himself to consult as to the itinerary to be followed on the return trip to the States on completion of the Russian mission.

◇ ◇ ◇

From Taganrog, in southern Russia on the Sea of Azov, he went to Moscow, then to Warsaw, and in succession, he visited Riga, Latvia; Tallinn, Estonia; Helsingfors, Finland; Stockholm, Copenhagen, Berlin, Dresden, Munich, Prague and Uzhorod, Czechoslovakia; Budapest, Vienna, Trieste, Venice, Milan, Genoa, Pisa, Florence, Naples, the isle of Capri, Messina, Palermo, Tunis, Kairowan, Africa; Marseilles, Monte Carlo, Frankfurt, Amsterdam, Hague and Paris.

Whew! After that, you can't tell him anything about geography!

◇ ◇ ◇

Being aviation-minded, Mr. Palsulich welcomed the opportunity to observe at first hand the Lockheed equipment of the Polish airline; the Junkers planes used in the Vienna-Trieste run; and the French flying boats operating alongside the Douglas DC craft in and out of Marseilles.

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THE WASHINGTON POST: SA

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WASHINGTON POST 10/29/38

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Lieuts. Clifford Duerfeldt and E. R. Sanders, co-pilots.

Chief Radioman G. K. Herman and Radioman 1c F. V. Vanderhoff, in charge of radio equipment.

Aviation Chief Machinist's Mate G. A. Peters; Aviation Machinist's Mate 1c C. R. Roof; and Aviation Machinist's Mate 2c H. H. Geck, who guarded against mechanical difficulties.

William Wheatley and R. R. Keith, Consolidated Aircraft Corp. observers.

GIANT S.D. BOMBER SPANS U.S.

S.D. UNION OCT. 28, 1938

BIGGEST NAVY BOMBER HOPS ACROSS U. S.

S.D. SUN OCT. 28, 1938

$1,000,000 Experimental Craft Makes Record Flight

Having completed the second non-stop west-east transcontinental flight by a Navy airboat in record time, the $1,000,000 four-motored Consolidated experimental patrol bomber XPB2Y-1 today was at the Anacostia, D. C., Naval Air Station.

With Lieut.-Comdr. Andrew Crinkley at the controls, the 25-ton plane, considered one of the most powerful long-range bombers in the world, arrived at Anacostia at 11:05 p. m. (Pacific time) yesterday after a 2473-mile flight of 13 hours, 55 minutes from San Diego, at an average speed of 180 miles per hour.

It took off from the harbor unannounced at 9:10 a. m., bound for a destination which local Aircraft Scouting Force officials refused to divulge throughout the day.

Lieut.-Comdr. Crinkley was aided by two co-pilots, Lieuts. Clifford H. Duerfeldt and E. R. Sanders. There were five enlisted men in the crew and two civilian passengers from Consolidated Aircraft Corp.

A twin-engined Consolidated

NAVY BOMBER SPANS U. S.

(Continued from Page 1)

PBY plane was flown non-stop from San Diego to Pensacola, Fla. —an airline distance of about 2000 miles—last April by Lieut. (jg) James M. Peters under conditions of similar secrecy. The bomber then proceeded up the east coast to Newport, R. I., for several weeks' experimental torpedo tests.

Yesterday's flight, however, completely eclipsed this feat. It was made over a route across the center of the continent, where water bodies able to accommodate a plane of the XPB2Y's size are few and far between. If any of the four 1050-horsepower engines had failed, a forced landing might have proved fatal.

The cross-country jaunt of Lieut.-Comdr. Crinkley was similar to that of Richard Archbold, who required 17 hours, 4 minutes to effect the first transcontinental non-stop flight of a seaplane in aviation history June 24-25, 1937, from San Diego to New York City.

Purpose of the secret trip, it was learned today, is to compare the ship at close quarters with the four-motored Sikorsky bomber, accepted by the Navy several months ago, and the giant twin-engined Martin airboat now under construction on an experimental contract.

The flight crew's orders are for a "short period of temporary duty" on the east coast.

WASHINGTON STAR 10/29/38

Navy's New Bomber Flies Here From West Coast in 13 Hours

The Navy's new $1,000,000 experimental long-range bomber landed at the Naval Air Station, in Anacostia, at 2:05 a.m. today, completing a non-stop flight from San Diego, Calif., in an elapsed time of 13 hours and 55 minutes.

Carrying a crew of seven, the huge craft actually made the approximately 2,300-mile flight in about 13 hours. The ship arrived here about 1 a.m., but, because of a number of unlighted buoys in the Anacostia River, the commander circled the area for about three-quarters of an hour to make sure of his bearings, naval officials said.

Meanwhile, a 6-mile-a-minute war plane was viewed as the Army's immediate answer to European rivalry for speed supremacy in the air following a 360-mile flight in 61 minutes from Dayton, Ohio, to Buffalo, N. Y., yesterday by Lt. Benjamin S. Kelsey. This flight lifted the wraps from a pursuit ship about which the Air Corps previously had little to say.

The Navy's huge airboat had slipped off secretly at San Diego at 12:10 p.m. (Eastern standard time) yesterday. At the controls of the 25-ton craft was Lt. Comdr. Andrew Crinkley, pioneer naval aviator, who has been conducting final acceptance tests since the ship was turned over to the Navy Trial Board by Consolidated Aircraft Corp.

With a crew of 15, the craft is said to be capable of flying 4,000 miles without refueling. It was the first big flying boat to make a transcontinental flight without landing gear equipment.

The ship is equipped with four 14-cylinder Pratt-Whitney motors, each of which has a Navy Department rating of 900 horsepower. Its wing span is 115 feet and it measures 23 feet 3 inches in height.

Naval officials would not disclose any details of the craft's armament, speed or altitude.

The Army's new pursuit plane, the Curtis P-37, already had passed the experimental stage before yesterday's 360-mile flight. An initial squadron of 13 ordered last December soon will be delivered, officials said.

Without halting to gloat over the P-37, the Army intends to announce in a few days another and presumably even faster plane. Designated the P-40, it is an experimental job, and most de-

(See NEW NAVY, Page A-4.)

New Navy

(Continued From First Page.)

tails will not be disclosed for the present.

Both Germany and Great Britain have combat planes for which they have boasted even greater speed than that attained by the P-37. But the Air Corps has a ready answer.

Lt. Kelsey's flight and earlier trials, which were kept secret, were made with full military equipment. Germany claimed some 380 miles an hour for its Messerschmitt, but reports here are that it was stripped for racing. Although Britain's Spitfire exceeded 400 miles an hour, it was aided by a 75-mile tailwind, American officials contended.

Officials took particular satisfaction in the performance of the American plane because high-powered bombers, both here and abroad, have been threatening to outspeed pursuit ships, whose primary function is to intercept the bombers.

After months of testing a single experimental model, the Army gave a $531,305 order to the Curtiss plant at Buffalo for the first P-37 squadron.

In order to incorporate improvements, it has been necessary to turn out the new fleet with little regard for the possibility of mass production. That possibility is involved in the administration's restudy of defense needs.

The new pursuit plane is an all-metal, low-winged monoplane, with single engine and single seat. It is similar to the Curtiss P-36 pursuit, 210 of which are being delivered to the Army. Officials credit the new plane with a high rate of climb and great maneuverability.

The Army also has ordered a squadron of fighting planes of another type, the Bell "Airacuda," which has two motors, propellers in the rear, six guns, including two aircraft cannon, and a crew of five.

Its speed has not been announced, but the War Department said it was believed sufficient to overhaul and vanquish any modern bomber now in production.

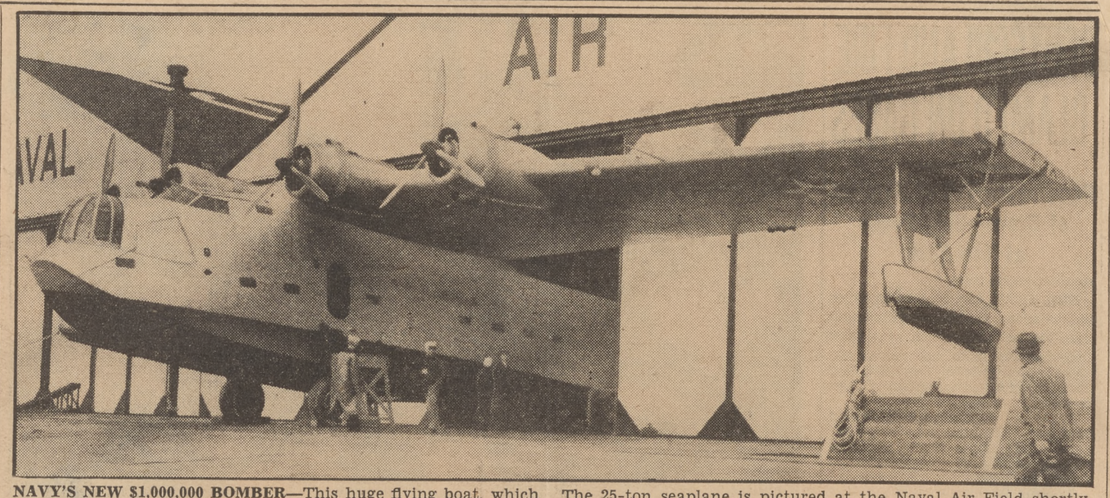
'FLYING BATTLESHIP' ROARS ON NON-STOP U. S. DASH

S. D. UNION OCT. 28, 1938

THE XPB2Y-1
. . . Consair's bid for naval air contract. (Story on Page 1).

OCTOBER 29, 1938.

THE EVENING STAR, WASHINGTON, D. C., SATURDAY,



NAVY'S NEW $1,000,000 BOMBER—This huge flying boat, which flew from San Diego to the Naval Air Station here in 13 hours, 55 minutes, is one of the craft which President Roosevelt was scheduled to visit today during inspection of first-line Army and Navy planes. The 25-ton seaplane is pictured at the Naval Air Field shortly after completion of its transcontinental flight yesterday. Note the retractable wing tip floats which form tips of wings when the plane is in flight. —Associated Press Photo.

25-Ton Boat, 15 Aboard, Cuts Archbold's Time

Secrecy Shrouds Take-Off Here For Navy Test

(Picture on Page 3, Section A)

BULLETIN

WASHINGTON, Oct. 28 (Friday) (A.P.)—The navy's $1,000,000 experimental long-range bomber arrived at the Anacostia air station at 1:50 a. m. (10:50 Pacific Time) today after a flight from San Diego, Calif. Naval officials declined to give other information about the flight, which started at 9 a. m. (Pacific Time) yesterday.

Taking off from San Diego in secrecy, the navy's new $1,000,000 experimental long-range bomber started a non-stop flight at 9 a. m. yesterday for the naval air station at Anacostia, Washington, D. C.

At the controls of the huge 25-ton air boat was Lt. Comdr. Andrew Crinkley, pioneer naval aviator who has been conducting final acceptance tests since the craft was turned over to the navy trial board by Consolidated Aircraft Corp.

AIR STATION GETS REPORTS

At 6 p. m. yesterday, naval air station here reported receiving a radio message from the flying boat over Davenport, Ia. The next report came at 8 p. m. when the plane's position was reported as 13 miles east of Michigan City, Ind. At 9 p. m., the plane was 5 miles east of Finley, O. and within 325 miles of its goal.

Carrying a crew of 15, the plane was said to be capable of flying more than 4000 miles without refueling. It has no equipment for descending on land.

No announcement was made concerning a return flight.

The XPB2Y-1 has a wingspread of 115 feet. The length of the hull is 77 feet. It is powered with four 1250-horsepower Pratt-Whitney Wasp engines.

SETS FAST PACE

On yesterday's flight the huge craft, loaded with several tons of gasoline, averaged nearly 190 miles an hour from San Diego toward the Anacostia naval air station.

The four-motored bomber, reported to be the most powerful armed craft of its type in the world, exceeded the transcontinental flight speed established by Richard Archbold in the American Museum Natural History's "flying laboratory" when he flew from San Diego to New York in 17 hours and 3 minutes on June 24, 1937. Last June the 13-ton Archbold ship, which is about half the size of the XPB2Y-1, flew from San Diego to Hollandia, New Guinea and is now at that port.

The bureau of aeronautics, navy department, plans to call for bids on a squadron of new long-range bombers early in November. In these bids, the XPB2Y-1 will compete with a new-type bomber recently completed by Sikorsky.

S. D. Bomber Will Return Tomorrow; Hope to Lower Eastward Flight Mark

S.D. UNION OCT. 31, 1938

Roosevelt Views Plane; Compared With Army Craft

After thrilling the nation with its record-breaking nonstop flight of 13 hours and 55 minutes from San Diego to Washington, Navy day, the XPB2Y-1, a 25-ton four-motored "flying battleship," is expected to take off from Potomac river near Anacostia naval air station tomorrow morning on its return flight across the continent.

Lt. Comdr. Andrew Crinkley, pioneer naval flier, again will be at the controls of the long-range patrol bomber. Co-pilot will be William B. Wheatley, test pilot at Consolidated Aircraft Corp., builder of the giant craft.

Local naval aviation authorities announce the time of departure from Anacostia station will depend on orders issued by Rear Adm. Arthur B. Cook, chief bureau of areonautics.

MAY CLIP RECORD

With weather and wind conditions more favorable generally on a transcontinental flight from east to west, belief is expressed by North island aviation officials that Crinkley can materially lower his eastward flight record if he opens up to full throttle the "flying battleship's" four 1250-horsepower Wasp motors.

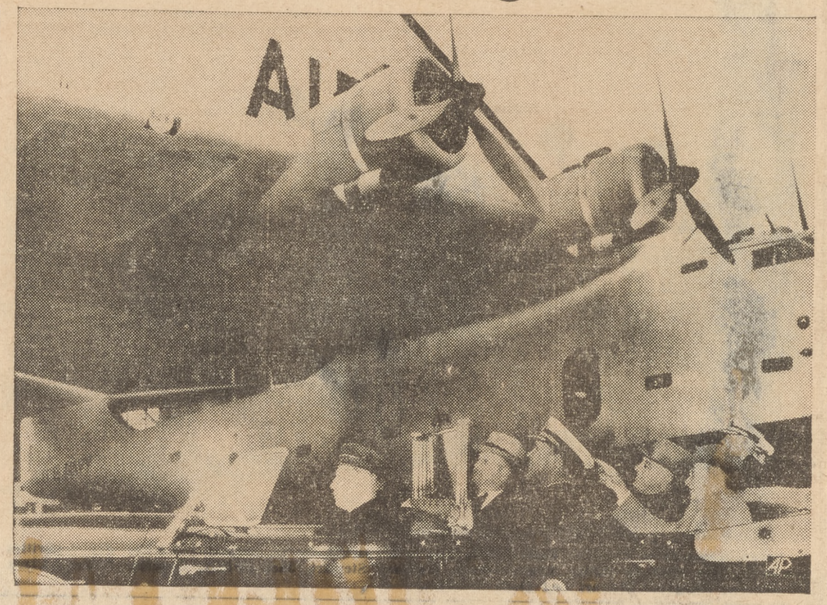
It was revealed yetserday that on a recent altitude flight over San Diego bay in which the bomber attained an altitude in excess of 20,000 feet, flames as thick as a man's forearm shot out from the exhausts, a striking indication of the enormous driving power of the four engines.

The flight was made primarily to permit President Roosevelt and navy department authorities to compare the salient construction features of the offshore bomber with the new bombers recently built by Igor Sikorsky and Glenn H. Martin and Boeing's new army "flying fortresses."

PRESIDENT INTERESTED

President Roosevelt, Charles Edison, assistant secretary of the navy, and Louis Johnson, assistant secretary of war, were reported from Washington to have been particularly interested in the San Diego-built bomber which is capable of flying nonstop from San Diego well beyond the 180th meridian in the Pacific.

A graphic example of the progress made in aviation since 1922 is the fact that the 25-ton bomber clipped 13 hours off the transcontinental flight time of Lts. Oakley Kelly and John A. Macready in their famed monoplane T-2, a craft that weighed with its load of gasoline and oil less than three tons. The old Fokker monoplane was a land plane whereas the bomber piloted by Comdr. Crinkley is an airboat capable of landing safely only on water. As a further comparison the T-2 carried a crew of two, the "flying battleship" a crew of 15.



President Roosevelt was one of a group of government officials thrilled by sight of the navy's new "flying battleship" which flew last week from San Diego to Washington. Here is Charles Edison, assistant secretary of the navy, pointing out its salient features to the President. In front seat is Louis Johnson, assistant secretary of war, and Comdr. John Price, commander Anacostia naval air station. (Associated Press photo.)

Navy's New 'Flying Battleship' Spans U. S. in Less Than 14 Hours

The Navy's new $1,000,000 "Flying Dreadnaught" landed at the Naval Air Station at Anacostia today, after making a cross-country flight from San Diego, Calif., in 13 hours and 55 minutes, an average of more than 200 miles an hour.

The huge flying boat, a high wing monoplane with a 115-foot wing span, was commanded by Lieut. Comdr. Andrew Crinkley and carried a crew of seven men.

Powered with four 900-horsepower motors, the plane is able to travel about 4,000 miles without refueling, and is regarded as one of the most powerful planes in the world. It is heavily armed with machine guns in addition to bombs. It is 77 feet long, 28 feet high and 16 feet wide.

WORLD'S LARGEST "FLYING BATTLESHIP"
Picture Shows Huge Consolidated Bomber as It Was Launched by the Navy at San Diego.—I.N.P.

"WASHINGTON TIMES" OCT. 24, 1938

S.D. UNION 11/1/38

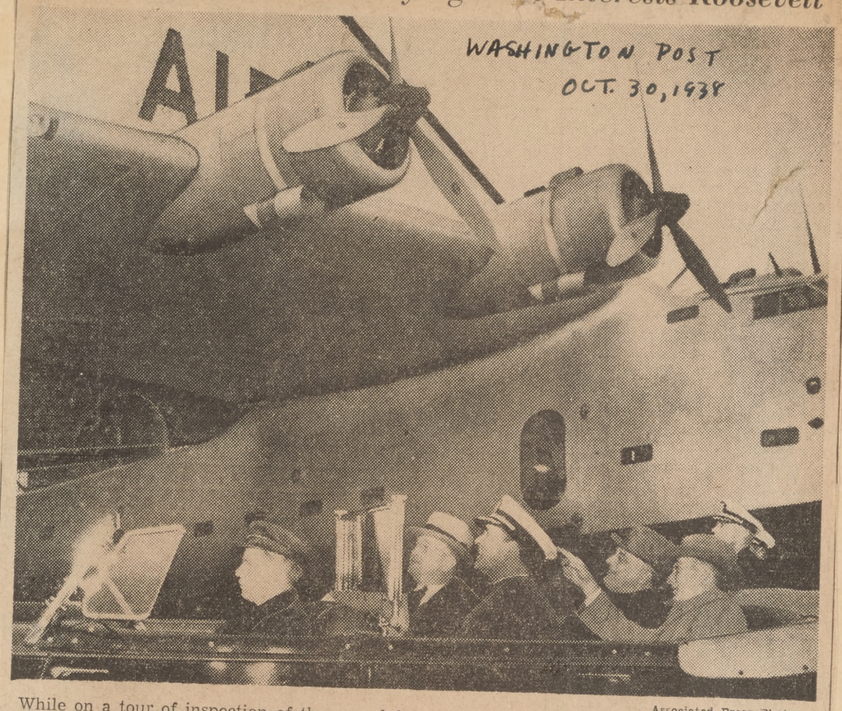
Huge Plane Delays San Diego Flight

WASHINGTON, Oct. 31 (A.P.)—The navy today said the new million dollar "flying battleship," the XPB 2Y, probably would leave Anacosta air station here to return to San Diego late this week. It had been expected to hop tomorrow.

The 24-ton flyingboat, built by Consolidated Aircraft Corp., San Diego, flew here non-stop last week from San Diego in slightly over 13 hours, in what navy officials said was the first transcontinental nonstop flight for a seaplane of that size.

Navy's Million-Dollar Flying Boat Interests Roosevelt

WASHINGTON POST OCT. 30, 1938



Associated Press Photo

While on a tour of inspection of the armed forces' newest fighting planes at Bolling Field and the Anacostia Naval Air Station, the President paused beside the giant four-engined naval flying boat which arrived in Washington Friday on a nonstop flight from San Diego, Calif. The ship carries eight 1,000-pound bombs and cruises at about 225 miles per hour. Assistant Secretary of the Navy Charles Edison is shown pointing out features of the big craft. Assistant Secretary of War Louis Johnson and Commander John D. Price of the Naval Air Station are seated in front.

2 Air Forces Inspected By President

Views Latest Craft Aims for Supremacy Visits Two Bases

Determined to make the United States invincible in the air, President Roosevelt yesterday made a two-hour inspection tour of fighting planes of the land and sea forces to check on the progress of his program.

At the Naval Air Station the President showed keen interest in the Navy's new giant "Flying Dreadnaught" which made a nonstop flight here from San Diego, Calif., for the occasion. He also watched closely while a sailor demonstrated the operation of the collapsible wings with which some Navy monoplanes are fitted.

On display at Bolling Field for Mr. Roosevelt and the members of his party were the Army's new mystery plane, the P-40, which is expected to be even faster than the 6-mile-a-minute P-37, and aircraft representing every type of plane in use by the land forces.

Chatting animatedly with high officials of the national defense forces the President drove slowly by long lines of planes and through several of the hangars at Bolling Field, while officers and mechanics stood at attention beside their bombers, pursuit and attack aircraft.

See AIR, Page 6, Column 5.

Sees Flying Laboratory

Drawn up at the reviewing line at Bolling Field were the Army's high altitude "Flying Laboratory", which is equipped with a pressure cabin for flying at heights of 25,000 feet. Stubby little pursuit aircraft, with their crews standing before them, also were on view.

Side by side stood the three finest bombers in the Army, the Flying Fortress, the twin-engined B-18 and the enormous B-15, largest bombardment plane in the service.

Included in the Navy line-up were examples of its latest fighters, patrol and observation planes.

While the President watched, the retractable pontoons on the wings of the "Flying Dreadnaught" were lowered to landing position and then returned to their flying stations at the ends of the 110-foot wings. The huge plane was moored on the Anacostia River runway since no hangar at the Naval Air Station is large enough for it.

Accompanied by Aides

Army and Navy officials both evinced great interest in construction details of the $1,000,000 bomber and pointed to its excellent streamlining and the small size of the four engines with which it is powered.

Mr. Roosevelt was accompanied on the trip by Commander Daniel J. Callaghan and Col. Edwin Watson, his naval and military aides; Secretary of the Treasury Morgenthau, Undersecretary of the Treasury John W. Hanes; Chairman Edward G. Noble and Administrator Clinton M. Hester and other members of the Civil Aeronautics Authority and its air safety board.

On his tour of the Army field the President was joined by Assistant Secretary of War Louis Johnson, Maj. Gen. Henry H. Arnold, chief of the Air Corps, and other high Army officials. At the Naval Air Station he was met by Secretary of the Navy Swanson, Assistant Secretary Charles Edison, Admiral William D. Leahy, chief of naval operations, and Rear Admiral Arthur B. Cook, chief of the Bureau of Aeronautics.

S.D. SUN 10/31/38

NAVY'S GIANT BOMBER READY FOR RETURN

Plane Expected To Try For East-West Flight Record

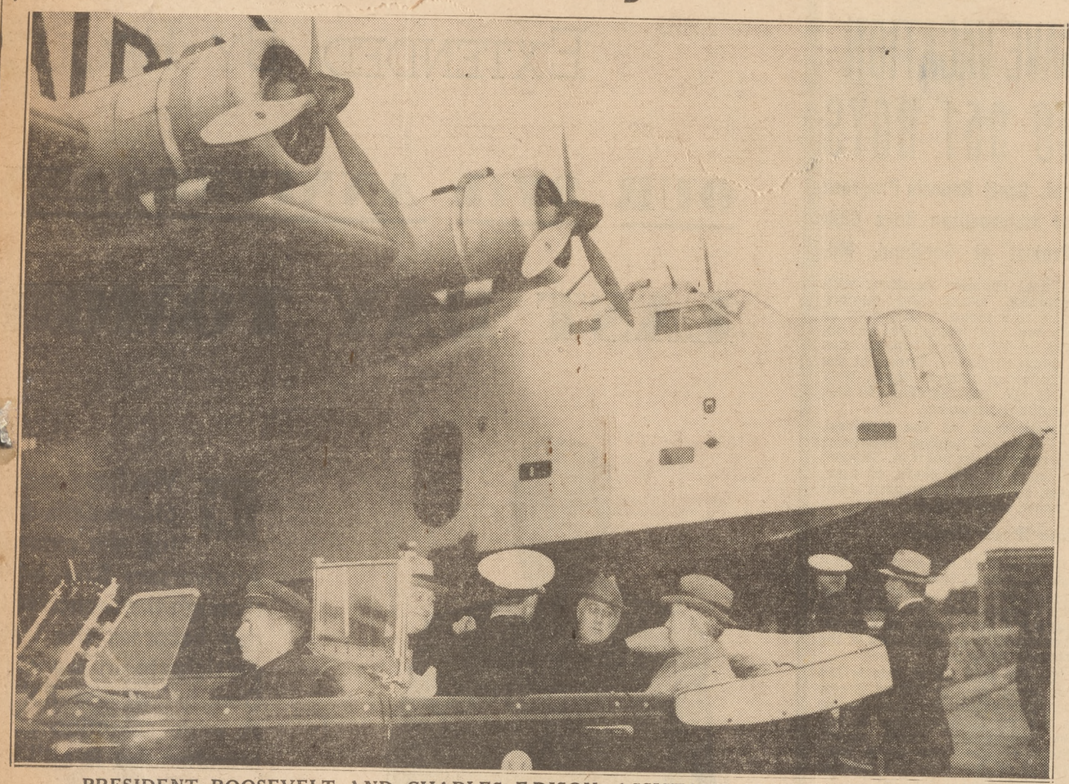
Ready to duplicate or better its feat of last Thursday, when it spanned the continent non-stop in 13 hours, 55 minutes, the four-motored experimental Consolidated bomber today awaited orders at Anacostia, D. C., for a return flight to San Diego.

The 25-ton plane, which was designed and built at a cost of $1,000,000, was inspected by President Roosevelt Saturday at the Anacostia Naval Air Station. Alongside it for comparison were the latest Army and Navy war planes, including the four-engined Sikorsky ship which will compete with the San Diego plane in bids for a production contract in 1939, the new Martin airboats, and the Army's four-motored Boeing "flying fortresses."

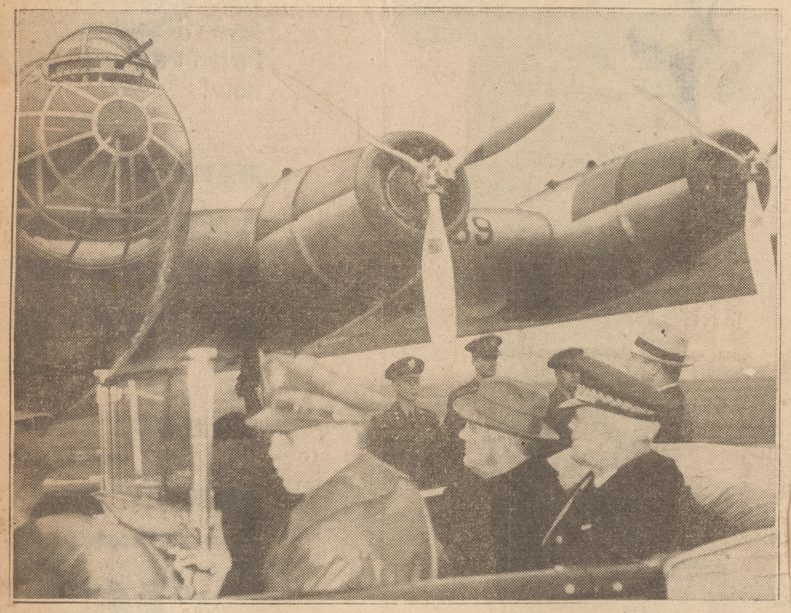
Lieut.-Comdr. Andrew Crinkley, chief pilot during tests of the plane for the Navy in the past few months, was at the controls on the west-east dash and will guide the bomber home, aided by Lieuts. Clifford H. Duerfeldt and E. R. Sanders as co-pilots. Five enlisted men and two Consolidated Aircraft Corp. observers, including Chief Test Pilot William Wheatley, will make up remainder of the crew.

Aircraft Scouting Force officials at North Island today announced they had received no information as to the takeoff time.

President Views Huge War Planes



PRESIDENT ROOSEVELT AND CHARLES EDISON, ASSISTANT SECRETARY OF NAVY
Inspecting Navy's $1,000,000 Flying Fortress Which Flew Here From the Pacific Coast.—I.N.P



PRESIDENT ROOSEVELT, COL. FLOYD GALLOWAY (LEFT)
ASD GEN. H. H. ARNOLD
Visiting Bolling Field to View Army's Biggest Bomber, Shown in Background.—I.N.P.

BIG BOMBER CROSSES COUNTRY IN 14 HOURS

N.Y. TIMES 10/29/38

Navy to Make Further Tests of 25-Ton Craft

Special to THE NEW YORK TIMES.

WASHINGTON, Oct. 28.—The navy's newest long-range bomber of the patrol-boat type, flown by Lieut. Comdr. Andrew Crinkley, dropped quietly down on the waters of the Anacostia River at 2 o'clock this morning after a non-stop flight from San Diego.

The huge flying boat, its four 900-horsepower Pratt & Whitney wasp motors turning at little more than half-throttle, made the crossing from take-off to landing in 13 hours and 55 minutes. The plane was built by the Consolidated Aircraft Corporation at San Diego.

Range, speed and the ceiling of the twenty-five ton bomber are navy secrets, but the big monoplane is similar in general type to the four-engined Sikorsky bought by the navy last year.

The Navy Department made public no figures on actual mileage flown, but, in order to follow the airway providing emergency water landing places, Commander Crinkley flew close to 3,000 miles, it was said.

The trip, the Department stated, was a "routine" affair and no attempts were made to establish a record.

The pilot circled over Washington for several minutes before settling slowly for his night landing on the river, where temporary flares had been placed to aid him.

The plane will be submitted to further tests at the Anacostia Naval Air Station.

It is equipped with Hamilton Standard controllable pitch propellers, giving the pilot a virtual "gear shift" in the air by enabling him to set the blades at any angle he wishes for climb or cruising.

ROOSEVELT SEES U. S. WAR PLANES

WASHINGTON, D.C. SUNDAY STAR 10/30/38

Review Thought Designed to Focus Attention on Expansion Plans.

President Roosevelt inspected the country's aerial fighting might yesterday afternoon. He visited Bolling Field and the Naval Air Station, where ships brought from as far away as Panama and California were on display for the special benefit of the Commander in Chief of the Army and Navy.

Secretary of the Navy Swanson, Assistant Secretary of War Johnson, Secretary of the Treasury Morgenthau, Undersecretary of the Treasury Hanes and high-ranking military officials accompanied Mr. Roosevelt during his two-hour round of the air bases in Anacostia.

Daniel Bell, acting director of the budget, rode in the automobile procession from the White House to the air fields, and the members of the Civil Aeronautics Authority met the President at Bolling Field and at Naval Air Station.

The men and officers of both posts were ready in formation and at attention when the President's car appeared. The review was thought to be designed to focus attention on the defense expansion program which the President is expected to launch at the coming session of Congress.

$1,000,000 Air Dreadnaught.

Among the 75 planes grounded in line for Mr. Roosevelt, the President saw for the first time the $1,000,000 flying dreadnaught of the Navy, which was flown without landing gear across the continent two days ago from San Diego, Calif., and the Army's Curtiss P-40 air-conditioned pursuit ship, on which experiments are still being made at Wright Field, Dayton, Ohio.

Dressed in the Army's new two-toned blue dress uniform, the chief of the Army Air Corps, Maj. Gen. Henry H. Arnold, with a gold sash around his middle sat by the President's side in the White House car at the Army's Chieftan rode through Bolling Field. Lt. Col. F. E. Galloway, commanding Bolling Field, rode with them.

Ten minutes after the President left Bolling and reached the Naval Air Station, Gen. Arnold appeared in a brown civilian suit to take a professional look at the flying dreadnaught. It is slightly smaller than the Army's flying fortress, the Boeing XB-15, four-engined monoplane which was put on view for the President.

Tail-Chamber Interests Arnold.

Gen. Arnold was chiefly interested in the dreadnaught's tail-chamber, from which fire can be directed. He said that he had been trying for years to obtain such a feature for Army planes without success. He added that he trusted now he would have no trouble getting his wants fulfilled. Such a tail arrangement greatly increases the fighting efficiency of the super planes.

Admiral William D. Leahy, chief of operations, U. S. N.; Rear Admiral Arthur B. Cook, chief of aeronautics, U. S. N., and Comdr. John Dale Price, commanding Naval Air Station, greeted the President on his arrival at the Navy base and pointed out to him the marvels of their new dreadnaught. They also arranged a demonstration of unfolding and folding the wings of a monoplane built for service on plane carriers.

Two of the naval planes came from Coco Solo, Panama, by non-stop flight, arriving yesterday after running through a severe storm over the Caribbean. The others were brought from San Diego, Norfolk and Philadelphia for the occasion.

The Army planes came to Bolling from Langley Field, Va.; Barksdale Field, Shreveport, La.; Wright Field, Mitchell Field, Long Island, and Selfridge Field, Detroit, Mich.

The engine of the P-40, which was the prize object of the Army's display to the President, is liquid-cooled and of the conventional V-type construction. This fact gives a materially reduced frontal area when compared to radial-type engines. The smaller engine permits the use of a correspondingly smaller fuselage.

Because the plane is built to climb 30,000-foot altitudes, it has the unusual equipment of a heater.

One of the test pilots working on the P-40 jokingly remarked at Wright Field, after a trip aloft in it, that it was the first time he had ever enjoyed the comforts of an air-conditioned cockpit. The heater may be set to provide either hot or cool air, as the pilot desires.

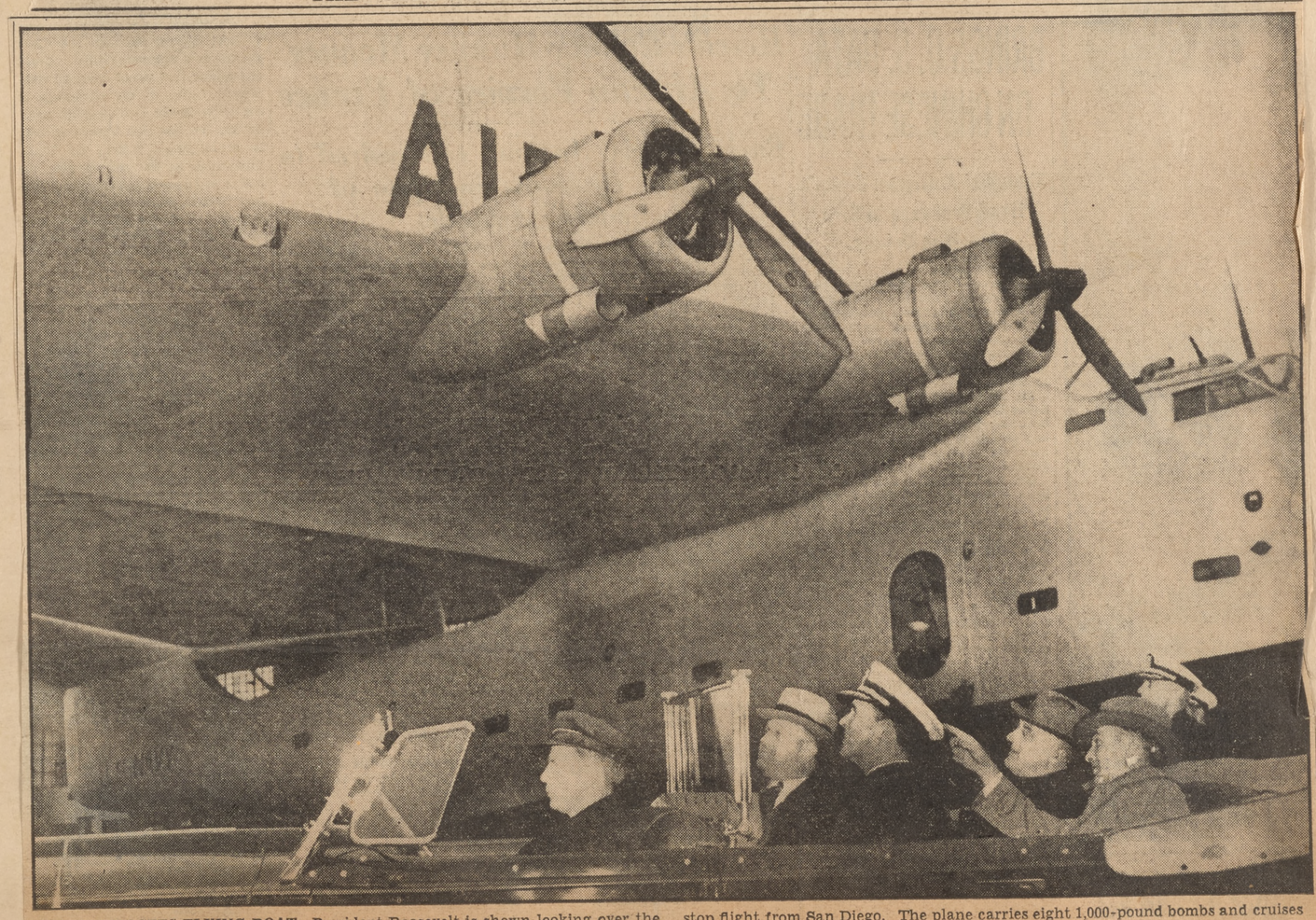
The reason for this provision is that the sudden changes from extreme altitude, with its intense cold, to the high temperatures encountered on the ground during the summer months, would make it impossible to wear just the right flying clothes for all conditions. With the two-way heater, the pilot can wear his ordinary amount of clothing and remain comfortable.

Flying Laboratory Shown.

Another plane displayed at Bolling was the Army's high-altitude flying laboratory, now being flight-tested as a prelude to making a practical study of the many technical and physiological problems connected with the operation of planes at high altitudes.

This "substratosphere plane" is fitted with a specially constructed pressure cabin and with supercharged engines. The pressure cabin is equipped to maintain with it atmospheric pressure corresponding to fairly low altitudes while the airplane is cruising at very high altitudes. At an altitude of 25,000 feet the atmosphere in the cabin is supercharged to correspond to an altitude of 12,000 feet, at which the average passenger or pilot would experience no discomfort.

The Army showed the President at least one of every type of plane in its possession—bombers, basic trainers, basic combats, attack ships, primary trainers, pursuit planes.



PRESIDENT SEES FLYING BOAT—President Roosevelt is shown looking over the Navy's new million-dollar flying boat at the Anacostia Naval Air Base yesterday. Assistant Secretary of the Navy Charles Edison is pointing out to the Chief Executive features of the giant four-engined craft, which arrived Friday after a non-stop flight from San Diego. The plane carries eight 1,000-pound bombs and cruises at around 225 miles an hour. In front are seated Assistant Secretary of War Louis Johnson (left) and Comdr. John D. Price of the air station.

—A. P. Photo.

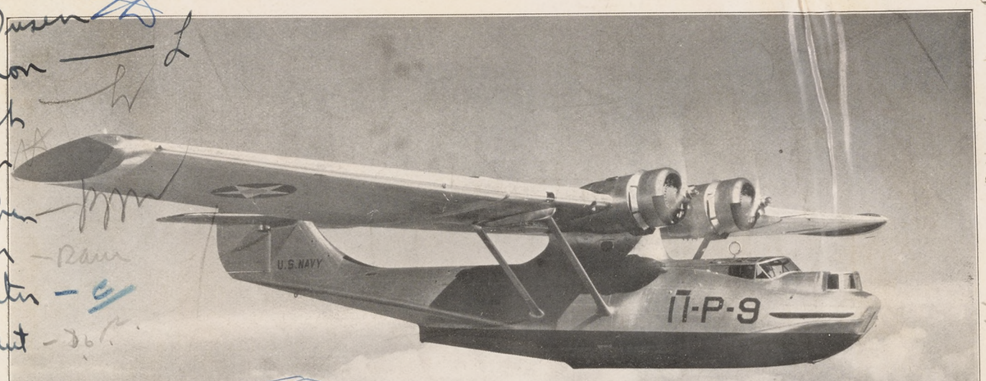
INTER AVIA

30. 9. 1938
Sept. 30, 1938

Nos 581/582 SUPPLEMENT

Van Dusen
Ludlow
Leigh
Sutton
Thurber
Miller
Carpenter
D.G. Flint
T. Alexander

Attention: Major R. Fleet
Mr. M. Ludlow.



Laddon
I believe we should subscribe for Interavia

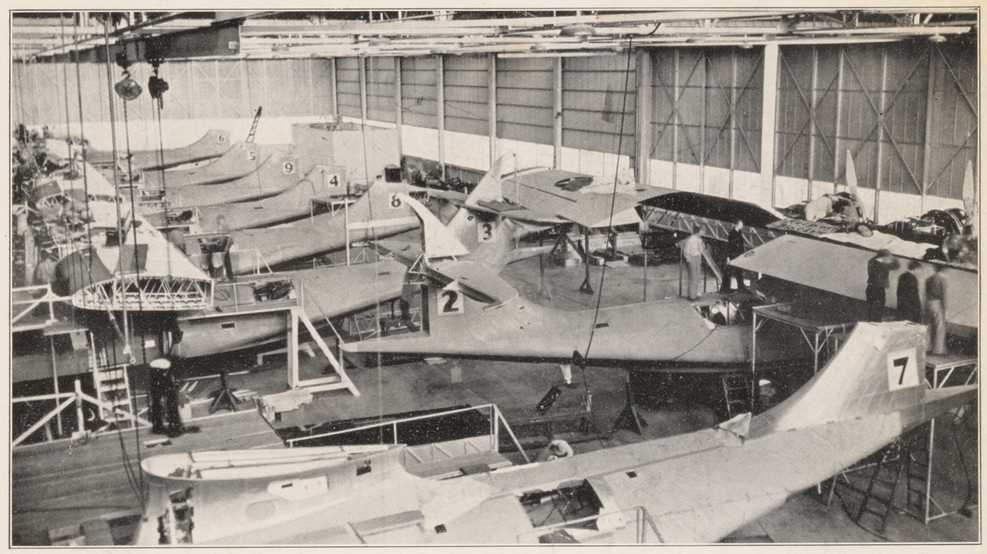
This supplement printed in English, French and Spanish.
Was ordered by the Fokker Company.
Pencil notes refer to release status, photographed data, the publication of which was questioned by Warshauer & Hall.

Can not locate the number of this practice but it is very similar to some that have been released *

INTERAVIA

CONSOLIDATED AIRCRAFT

Nos 581/582 SUPPL. 2

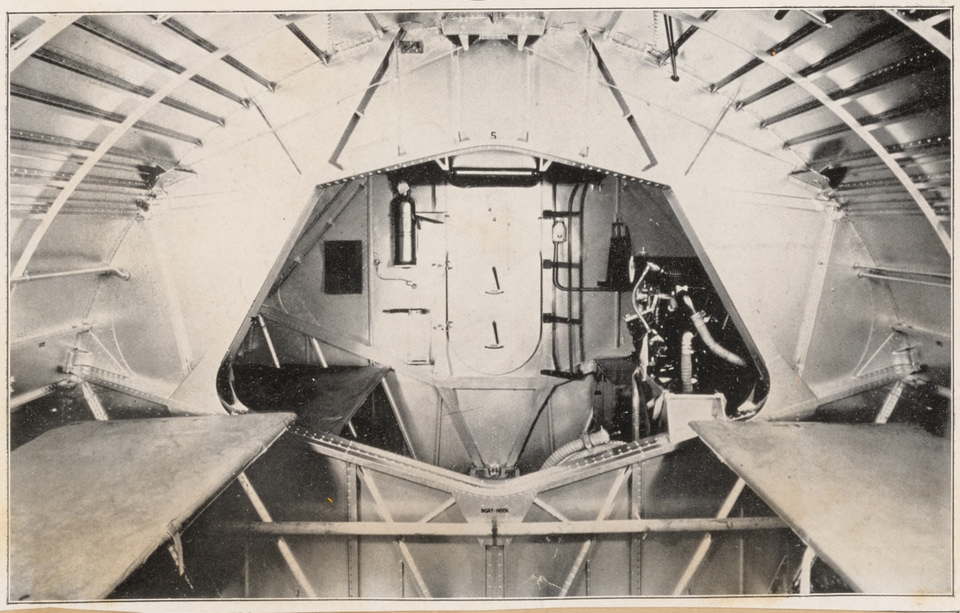


10092 Released *

INTERAVIA

CONSOLIDATED AIRCRAFT

Nos 581/582 SUPPL. 3



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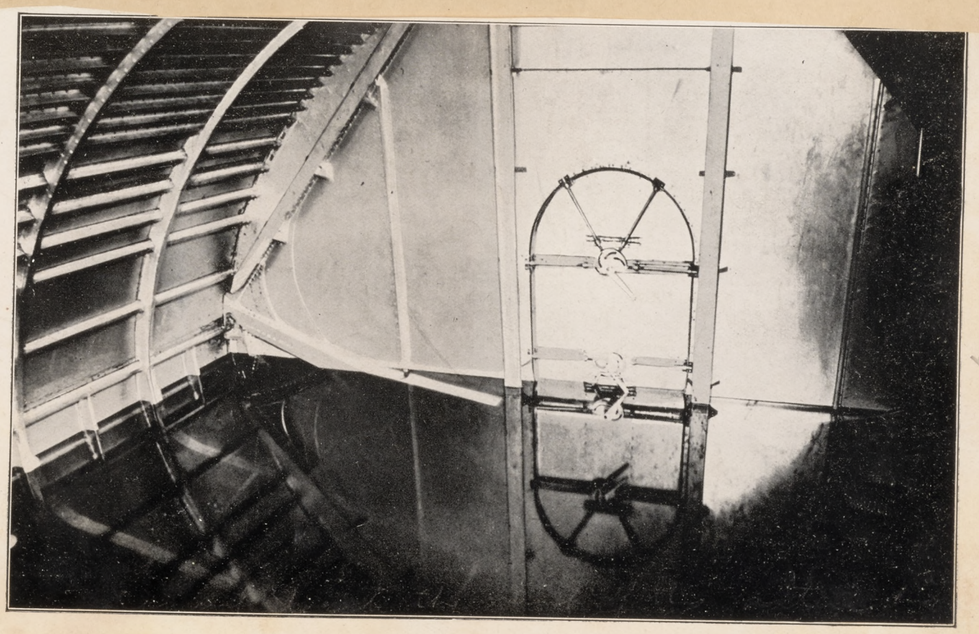

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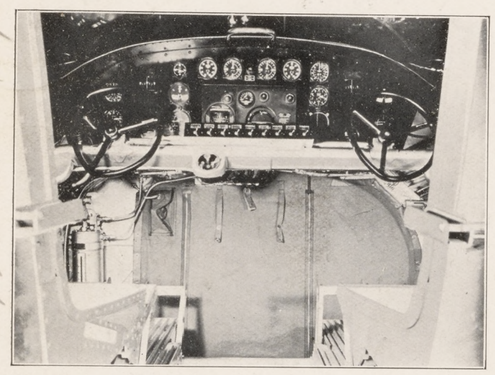

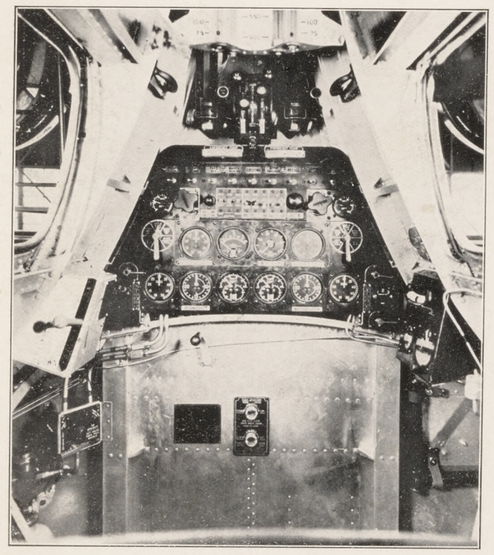

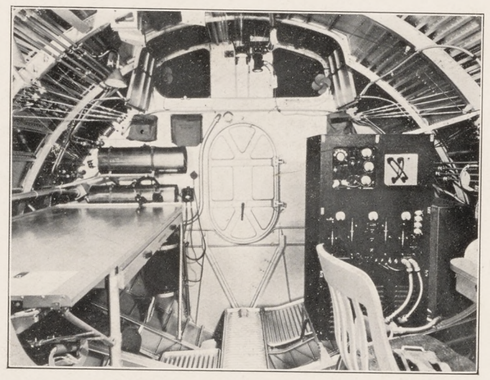

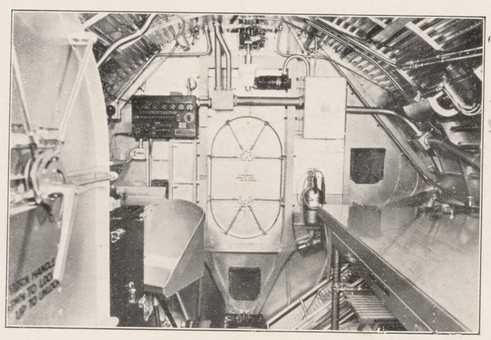

Above:
Pilots' and Flight-engineer's Compartments

Right:
Radio and Navigator Compartment

* Bu Aero letter Aer-PL-1-EMN, A7-1(2), QM(191) Feb 24, 1938
** Bu Aero letter Aer-PL-1-EMN, A7-5, QM(191) April 14, 1938

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Data from M150 24 ftp 16284 which has been released

SUPPLEMENT
to No. 581
Oct.1,1938

CONSOLIDATED PBY (MODEL 28).

The Consolidated long-range patrol, bomber and commercial flying-boat is a twin-engined all-metal semi-cantilever monoplane, powered by either Wright Cyclone or Pratt & Whitney Twin Wasp engines.

Well over 200 boats fitted with Pratt & Whitney Twin Wasp or Wright Cyclone engines have been delivered to the United States Navy and have been flown as a routine Navy delivery, in non-stop formation, to their various stations, such as from San Diego to Pearl Harbour, Hawaii, and to Coco Solo, Canal Zone, distances of 2553 and 3087 miles.

The culmination of many years of continuous development and research, the PBY is to-day the world's outstanding service patrol bomber flying-boat.

Shortly after delivery, the first boat of the PBY series established a new international distance record of 3443 miles (5540 km).

After this first achievement many record-breaking flights have been accomplished with PBY boats, but it would lead us too far to enumerate them all.

It is a fact that these boats have become a most important part of naval equipment.

Routine transfer flights have become commonplace in the United States.

It is anticipated from the beginning that take-offs on one engine would be possible and consequently, single-engine take-off tests were made and it was found possible to start on one engine with sufficient fuel to continue flying over distances of 1300 miles (2100 km). It is believed that this fact is unequalled in flying-boat history.

The load-carrying capacity and high cruising speed of the PBY places it almost on an equal footing with larger flying-boats, utilizing 4 engines, which are operating on the transoceanic airways to-day.

Among the features which contribute to this superior load carrying capacity are retractable wing-tip floats and fuel tanks built integral with the wing.

As a passenger carrier, seating arrangements for up to forty passengers are available.

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For defence, the PBY carries 4 machine guns, one in the bow, one on each side of the deck just aft of the wing and one tunnel gun in the hull bottom just forward of the tail.

The bow gun, mounted in a protected revolving turret, covers the front hemisphere, the upper hemisphere is covered by the two deck guns with fields of fire overlapping portions of the bow gun field. For offensive purposes, bombs or torpedoes are suspended from the wings just outboard of the engines. When bombs or torpedoes are carried, part of the fuel capacity is unused. From this it is evident that almost any combination and load of bombs may be carried, depending on the quantity of fuel retained.

Structure.

The wing, hull, auxiliary floats and tail fins are of riveted aluminium alloy monocoque construction.

WING.

The wing structure is of the beam bulkhead and stressed-skin type and consists of 3 parts, namely: a centre section, carrying the engine nacelles and fuel tanks, and two outer panels, the latter carrying the auxiliary floats. The aerodynamically and statically balanced ailerons are of aluminium alloy construction with fabric covering.

HULL.

The hull structure, including bulkhead, framing stringers and skin, is of aluminium alloy. It is divided into water-tight compartments. An unobstructed passage is provided inside the hull from the bow cockpit to the tunnel gun position. The hull is divided up as follows:

a) A combined gunner's and bomber's cockpit in the bow.
b) A double enclosed cockpit for a pilot and co-pilot operating side by side.
c) A radio and navigator's compartment.
d) An engineer's compartment.
e) A living compartment.
f) A rear top gun position.
g) A rear tunnel gun position in the bottom of the hull.

NACELLES.

The engines are mounted on each side of the centre line of the airplane on nacelle structures of welded chrome-molybdenum steel tubing. The N.A.C.A.-type cowlings are provided with controllable skirt flaps.

CONTROLS.

Dual control consisting of steering column, control wheel and pedals. Control system by means of cables.

All usual instruments and equipment are mounted in the pilot's cockpit, radio navigator compartment and in the engineer's station.

TAIL PLANES

The vertical and horizontal fixed tail surfaces are full cantilever monoplane structures, attached to fin structures, built integral with the hull.

CONSOLIDATED PBY (MODEL 28) - PERFORMANCE SUMMARY

Engines, Type		Wright Cyclone GR-1820 G103A			
Purpose		Bomber		Patrol	
Bomb load		Two 1000 lb. Bombs		No Bombs	
Fuel capacity U.S. Gallons		455	1240	785	1570
litres		1725	4700	2975	5950
Gross Weight	lb.	21742	26782	21742	26782
	kg.	9862	12148	9862	12148
Weight Empty	lb.	14240	14240	14240	14240
	kg.	6459	6459	6459	6459
Useful load	lb.	7502	12542	7502	12542
	kg.	3403	5689	3403	5689
Full speed crit.alt	MPH	185	182	190	187
	km/h	298	293	306	301
Critical altitude	ft.	10500	10500	10500	10500
	m.	3200	3200	3200	3200
Stalling speed S.L. Power on	MPH	61.5	68.5	61.5	68.5
	km/h	99	110	99	110
Climb to 5000 ft. (1525 m)	min.	4.6	6.6	4.5	6.2
Climb to 15000 ft. (4575 m)	min.	15.5	24.0	15.0	22.7
Service ceiling	ft.	24900	20200	25200	20800
	m.	7600	6160	7680	6350
Max.range crit.alt.	Statute Miles	1080	2690	2090	3710
	km.	1740	4330	3360	5970
Max.range crit.alt. 1750 U.S.gal. (6620 litres)	Statute Miles			4000	
	km.			6430	
Flight on one engine near sea level	lb.			27000	
	kg.			12258	
Take-off in calm	sec.	21	44	20	42
Wing loading	lb./sq.ft.	15.54	19.13	15.54	19.13
	kg/m²	75.6	93.1	75.6	93.1
Power loading	lb/BHP	10.87	13.40	10.87	13.40
	Kg/PS	4.93	6.07	4.93	6.07
BHP/RPM S.L.-crit. alt.				860/2300	
BHP/RPM Take-off				1000/2350	
Propeller diameter				12 ft. (3.66 m)	
Gear Ratio				16:9	
Octane rating of fuel				90	

NOTE: The above performance is with no external radio antennae and all hatches closed.

CONSOLIDATED PBY (MODEL 28) - PERFORMANCE SUMMARY.

Engines, Type		Pratt & Whitney R-1830-S3C3G			
Purpose		Bomber		Patrol	
Bomb load		Two 1000 lb. Bombs		No Bombs	
Fuel capacity U.S. Gallons		455	1240	785	1570
litres		1725	4700	2975	5950
Gross Weight	lb.	22040	27080	22040	27080
	kg.	9997	12283	9997	12283
Weight Empty	lb.	14538	14538	14538	14538
	kg.	6594	6594	6594	6594
Useful Load	lb.	7502	12542	7502	12542
	kg.	3403	5689	3403	5689
Full speed crit. alt.	MPH	201	198	206	203
	km/h	324	318	331	326
Critical Altitude	ft.	14300	14300	14300	14300
	m.	4360	4360	4360	4360
Stalling speed S.L. Power on	MPH	61.9	68.9	61.9	68.9
	km/h	99.5	111	99.5	111
Climb to 5000 ft. (1525 m)	min.	4.1	6.1	4.0	5.7
Climb to 15000 ft. (4575 m)	min.	13.4	21.9	12.9	20.6
Service ceiling	ft.	29400	24700	29700	25300
	m.	8970	7540	9060	7720
Max.range crit.alt.	Statute Miles	1080	2690	2090	3710
	km.	1740	4330	3360	5970
Max.range crit.alt. 1750 Gal. (6620 litres)	Statute Miles			4000	
	km.			6430	
Flight on 1 engine near sea level	lb.			22000	
	kg.			9979	
Take-off in calm	sec.	17	40	16	38
Wing loading	lb/sq.ft.	15.75	19.35	15.75	19.35
	kg/m²	76.7	94.2	76.7	94.2
Power loading (Take-off)	lb/BHP	10.02	12.31	10.02	12.31
	kg/BHP	4.54	5.58	4.54	5.58
BHP/RPM S.L.-crit.alt.				950/2700	
BHP/RPM Take-off				1100/2700	
Propeller diameter				12 ft.(3.66 m)	
Gear Ratio				16:9	
Octane rating of fuel used				100	

NOTE: The above performance is with no external radio antennae and all hatches closed.

==========oooOooo==========

The stabilizer and fin are of aluminium alloy, covered with smooth sheeting.

Elevator and rudder are of aluminium alloy construction with fabric covering. Both are provided with controllable tabs.

WING TIP FLOATS.

The wing tip floats are of aluminium alloy, each being divided by bulkheads into three compartments.

They are retracted by means of a patented electrically and mechanically operated screw mechanism and form the wing tips in the retracted position.

POWER PLANT.

The PBY is powered with Pratt & Whitney or Wright Cyclone engines. Three-blade, hydraulically operated constant-speed c.p. airscrews are used.

The normal fuel capacity amounts to 1750 U.S. Gallons (6620 litres), stored in 2 tanks, located in the wing center, with 2 oil tanks of about 160 U.S. Gallons (600 litres) located behind the engines, one in each nacelle.

ARMAMENT.

The armament is as follows:

1 movable gun in the bow	with 1,000 rounds
2 movable guns in the rear cockpit	" 2,000 rounds
1 movable gun in the tunnel position	" 500 rounds

Bomb racks for a bomb load of 4,000 lbs. (1816 kg), which may be divided as follows:

4 bombs of 1000 lb. (454 kg)

or 8 bombs of 500 lb. (227 kg)

or 2 torpedoes of 2000 lb. (908 kg)

===oooOooo===

Consolidated Aircraft Corporation, Lindbergh Field, San Diego, Calif.

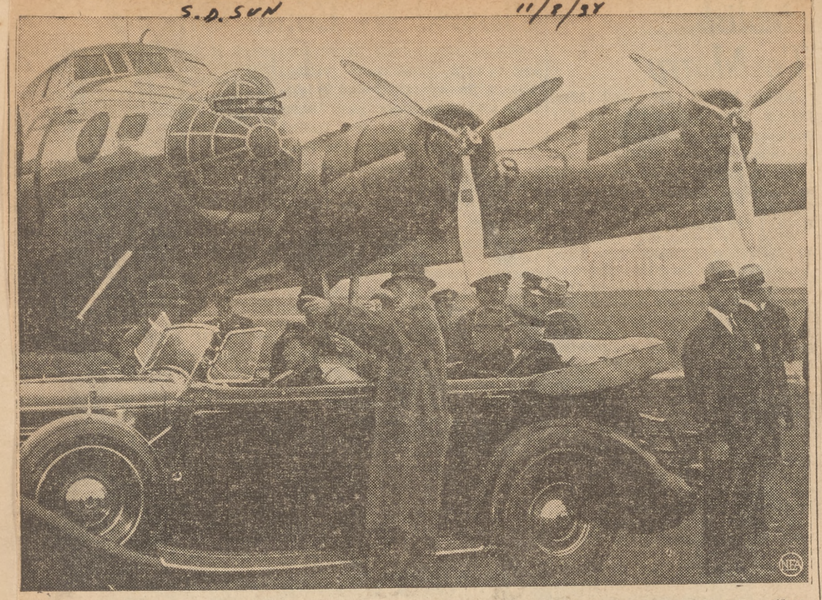
General Representatives in Europe:

N.V. Nederlandsche
Vliegtuigenfabriek Fokker,
Amsterdam (N)

Telephone: 60.182 Telegrams: Fokplanes, Amsterdam

President Attends War Bird Show

S.D. SUN 11/2/38



The flower of the Army's and the Navy's air equipment was put on display in Washington the other day for inspection of the President of the United States. Included in the show was the Navy's new $1,000,000 experimental bomber, built by Consolidated Aircraft Corp., of San Diego, the Army's new six-mile-a-minute pursuit plane and the latest of the "flying fortress," seen in the photo above. Picture shows the President in the back seat of the automobile with Brig. Gen. Henry H. Arnold, new chief of the Army Air Corps. Col. Ed Starling (pointing) chief of the White House Secret Service, was in the Presidential party.

MILLION-DOLLAR AIRLINE SLATED

New York Capitalists Back Enterprise

S.D. Sun 11/4/38

Nearly one million dollars will be required to finance experimental transatlantic flight of a twin-engined Consolidated PBY-4 plane next spring and summer, it was revealed here today.

SHARES OFFERED

To raise this sum, a banking group headed by Lehman Bros. of New York, will offer 88,000 capital shares of stock at $10.50 a share.

The operating company to benefit from this transaction will be American Export Airlines, which last September announced the purchase in San Diego of a Consolidated long-range airboat for the survey flights between the United States, Europe and Africa.

NEW COMPETITION

Eventually this line, a subsidiary of American Export Lines, operators of steamships to Mediterranean and Black Sea ports for the last 20 years, will establish a transatlantic service in competition with Pan-American Airways.

Consolidated engineers have submitted specifications for a 100-passenger super-plane for use by the new airline when regular schedules are under way.

S.D. 4th TRIBUNE 11/9/38

Flying Fortress Near Albuquerque On Flight to S. D.; Bucks Winds

The navy's new $1,000,000 Consolidated-built "flying fortress," winging its way to San Diego on a nonstop flight from Washington, D. C., was 107 miles east of Albuquerque, N. M., at 2 p.m., North Island Air station authorities reported.

The trip west was reported as without incident up to that point. The giant seaplane had been bucking headwinds en route, but was maintaining its schedule. Lt. Comdr. A. Crinkley, in command of the air giant, expected to fly it over the city about 7 p.m., completing the journey in about 15 hours.

HOP WEST BEGUN BY GIANT S. D. NAVY BOMBER

S.D. TRIBUNE 11/9/38

The navy's new $1,000,000 experimental "flying fortress," which Oct. 28 successfully completed a spectacular nonstop flight to Washington, D. C., today was winging its way westward on the return journey here. North Island air station authorities reported the big patrol bomber was over Elk City, Okla., at 1 p.m.

The Consolidated-built air giant left the nation's capital at 3:45 a.m., Pacific standard time. While the flight east was made in the fast time of 14 hours, authorities believed that the return journey may take an hour longer because of headwinds. If this estimate is correct, the big

(Continued on Next Pake, Col. 1)

Giant Navy Plane Off On Return to S. D.

CONTINUED FROM PAGE ONE

seaplane should be over San Diego about 7 p.m.

Ten in Crew

The ship was under command of Lt. Comdr. A. Crinkley and carried a crew of nine. Crinkley was at the controls when the plane established its record on the nonstop flight to Washington.

The patrol bomber, which experts believe will become the navy's most potent aerial weapon, has a wingspread of 115 feet. Its hull is 77 feet long and it is driven through the skies by four 1250-horsepower engines. With a crew of 15 and carrying a deadly bomb "payload," the craft has a range of some 4000 miles.

Built at the local Consolidated plant under the designation XPB2Y1, the huge ship underwent rigid tests over the bay here before being turned over to the navy. Success of the cross-country flights may result in the purchase of a number of similar planes by the navy, it was believed.

Bomber Battles Winds, Spans U.S. in 15 Hours

S.D. UNION 11/10/38

Lands Here Safely After Hazardous Hop From Potomac

Battling strong head winds over the greater part of the transcontinental airway, the navy's experimental $1,000,000 long-range bomber XPB2Y-1, with Lt. Comdr. Andrew Crinkley at the controls, landed in the harbor at 6:55 last night after a flight of 15 hours and 10 minutes from Anacostia, D. C.

The bomber took off from the Potomac river opposite Anacostia Naval Air station at 3:45 a.m., Pacific time. In a sustained flight from San Diego to the national capital on Navy day, the four-motored "flying battleship" covered the 2240 miles in 13 hours and 50 minutes.

LIGHTS AID LANDING

Darkness had set in long before the airboat reached San Diego from its second thrilling flight across the continent, a trip particularly hazardous because the plane is not fitted with wheels. To facilitate alighting safely on the waters of the bay, the brilliant landing lights on the north beach of the Naval Air station were turned on.

Accompanying Comdr. Crinkley on the westward flight were Lts. C. H. Duerfeldt and E. J. Sanders, co-pilots; G. K. Herman, chief radioman; C. R. Roos, aviation machinist mate 1c; Albert H. Geck, aviation machinist mate 1c; J. A. Peters, chief machinist mate; F. R. Vanderhoef, radioman 1c, and William Wheatley, chief test pilot, Consolidated Aircraft Co., builders of the plane.

IN RADIO COMMUNICATION

From the moment of take-off until arrival at San Diego the bomber, which has a wing spread of 115 feet and the hull of which is 78 feet long, was in constant radio communication with the air station. The plane backtracked over the same route traversed in the eastward flight.

At 1 p.m., mountain standard time (noon, Pacific time), Comdr. Crinkley radioed the plane was 22 miles northwest of Amarillo, Tex., and two hours later it was smashing through the airlanes 100 miles west of Albuquerque. It then swept into the Arizona airways.

Comdr. Crinkley, pioneer airman, and his airmates have the distinction of having within a fort-night eaten breakfast the same day in San Diego and dinner in Washington, and breakfast in Washington and dinner in San Diego. The average speed of the "flying battleship" on its westward voyage was 140 knots an hour.

According to naval aviation authorities, yesterday's flight concluded the bomber's final acceptance trials. During its stay at Washington it was inspected by President Roosevelt. It is reported the huge plane will become the "flying flagship" of Rear Adm. Charles Blakely, Scouting Force aircraft commander, during the fleet maneuvers in the Caribbean and Atlantic starting in January. In Fleet Problem 20 more than 100 long-range bombers will operate with the Scouting Force, including the patrol wings based at San Diego and Coco Solo, C.Z.

EQUIPMENT ARRIVES FOR CONSOLIDATED

S.D. SUN 11/3/38

Modernization of Consolidated Aircraft Corp. plant equipment in preparation for manufacture of new type airboats is being effected, it was revealed today.

Four large drop hammers, ranging in weight from 11,000 to 68,000 pounds were unloaded from the Quaker freighter San Bernardino yesterday. Last month, a 15-ton drop hammer and 10,000-pound machine part were delivered to Consolidated by the freighter San Anselmo.

PLANES PASSE IN NEW GUINEA; AUTO REAL THRILL

S.D. Union 11/1/38

Natives of New Guinea are exhibiting more interest in an automobile which recently was shipped to Hollandia from Java than in the American Museum of Natural History's "flying laboratory," according to word received by short wave yesterday from Richard H. Archbold, explorer-aviator.

Archbold, who flew from San Diego to New Guinea last June, reported, due to lack of roads through the jungles, the automobile engine is to be used as a power plant for an ice cream refrigerator. He said that mail is reaching the scientific expedition's main base at Hollandia once a month by steamer from Batavia. On the return voyage the vessel carries specimens of bird and animal life collected by Archbold and his associates for transshipment to New York.

CONSOLIDATED NEAR END OF NAVY WORK

S.D. SUN 11/16/38

Current Year Deliveries To Total Close To $12,000,000

On the final lap in its $19,000,000 worth of work on 209 Navy PBY bombers, Consolidated Aircraft Corp. has a backlog of unfilled orders totalling $4,600,000, it was learned today.

Deliveries of planes and parts during the current year will total about $12,000,000, approximately the same amount as that of last year, with 70 per cent of the work performed for the Navy and the remainder comprising spare parts and miscellaneous sales.

Up to Nov. 1, total value of the concern's 1938 deliveries was $10,300,000. Thus, with an estimated, $1,700,000 to be completed by Jan. 1, Consolidated's backlog at the opening of 1939 will be only $2,900,000—one of the lowest figures in the company's history.

The plant is working on its last Navy PBY contract—for 33 PBY-4 type planes, most of which will be assigned to Patrol Squadrons 1 and 18, now training at North Island for a non-stop mass flight to Pearl Harbor early next year.

In the four months prior to Nov. 1, Consolidated booked approximately $500,000 business, with the greatest part of this believed to be a replica of its PBY bombers to American Export Airlines for use in trans-Atlantic survey flights next spring and summer.

1320 Men Work On S. D. Planes For U. S. Fleet

S.D. UNION 11/17/38

With 1320 men still employed at Consolidated Aircraft corp., workmen are rushing to completion the last 24 twin-motored bombers scheduled for delivery prior to March 1, it was announced yesterday at the Lindbergh field plant.

Consolidated now has built for the navy 209 bombers, which, with spare parts, totaled $25,000,000. The ships have been under construction three years.

According to word from the navy department, bids will be called for next month for construction of eight to 12 four-motored bombers such as were recently constructed by Consolidated and Sikorsky. Each of these ships will cost between $800,000 and $900,000. Consolidated expended $1,000,000 in building the XPB2Y—1, which finished its tests.

S.D. TRIBUNE

Ends New Hop Across Nation

11/11/38

Completing its return transcontinental flight to San Diego at 6:55 p.m. yesterday, a huge experimental bombing plane, built by Consolidated Aircraft Corp. here as a bid for use by the navy of four-motored bombers of its type, remained tied up at a buoy in the harbor today. The plane, which bears the designation XPB2Y-1, made its westward flight in 15 hours, 10 minutes from Anacostia, D. C. Two weeks ago today it flew non-stop from here to Anacostia in 13 hours, 50 minutes.

The XPB2Y-1, which was launched here last December after it had been built at a cost of $1,000,000, was inspected by President Roosevelt while it was at the Anacostia naval air station. The huge bomber has a wing span of 115 feet, is 77 feet 3 inches in length, and stands 28 feet 3 inches high. It has retractable wing tip floats which "streamline" into and form the tips of the wings in flight.

Lt. Comdr. Andrew Crinkley, navy flier, was at the controls on both transcontinental flights. With him when the plane settled to a landing on San Diego bay last evening were Lts. C. H. Duerfeldt and E. J. Sanders, co-pilots; G. K. Herman, chief radioman; C. R. Roos, aviation machinist mate 1c; Albert H. Geck, aviation machinist mate 1c; J. A. Peters, chief machinist mate; F. R. Vanderhoef, radioman 1c, and William Wheatley, chief test pilot of the Consolidated Aircraft Corp.

Head winds were encountered by the plane on its flight yesterday. Throughout the 2240-mile flight constant radio communication was maintained with San Diego naval aviation authorities. The plane left Anacostia at 3:45 a.m. (PST). At noon (PST) it was 22 miles northwest of Amarillo, Tex. For the landing at San Diego night landing lights were turned on at the north beach of the naval air station.

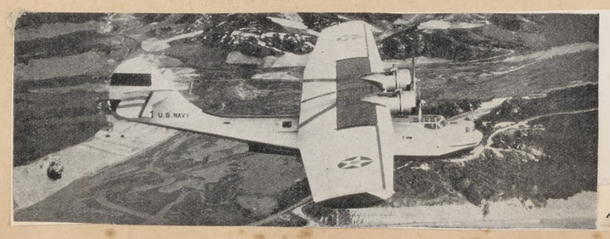
S.D. UNION 11/4/38

Navy's Huge Bomber May Return Tonight

Although no official word has been received at Naval Air station, possibility was expressed yesterday the navy's new experimental bomber which flew from San Diego to Anacostia, D. C., Navy day in 13 hours 50 minutes will return here tonight.

Weather permitting, the huge 4-motored 25-ton bomber with a crew of 11 will take off from Potomac river early today, backtracking the route it followed on the eastward flight.

Lt. Comdr. Andrew Crinkley will be at the controls.



Consolidated PBY-1, 2 Bomber

The brilliant performance of the Consolidated patrol boats of the U. S. Navy is too well known to bear repetition. Power plant is 2—1,000 hp. Pratt & Whitney Twin Wasp engines. Dimensions (PBY-1) are: span, 104 ft.; length, 54 ft. 10 in.; height, 17 ft. 9 in. Performance figures have not yet been released.

AVIATION Nov. '38

MISCELLANEOUS CLIPPINGS

WITHOUT DATE or SOURCE

The IDEAL
To Duplicate Order
No. 278
MADE BY
THE J. L. HANSON CO.
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